CYCLE NEWS®

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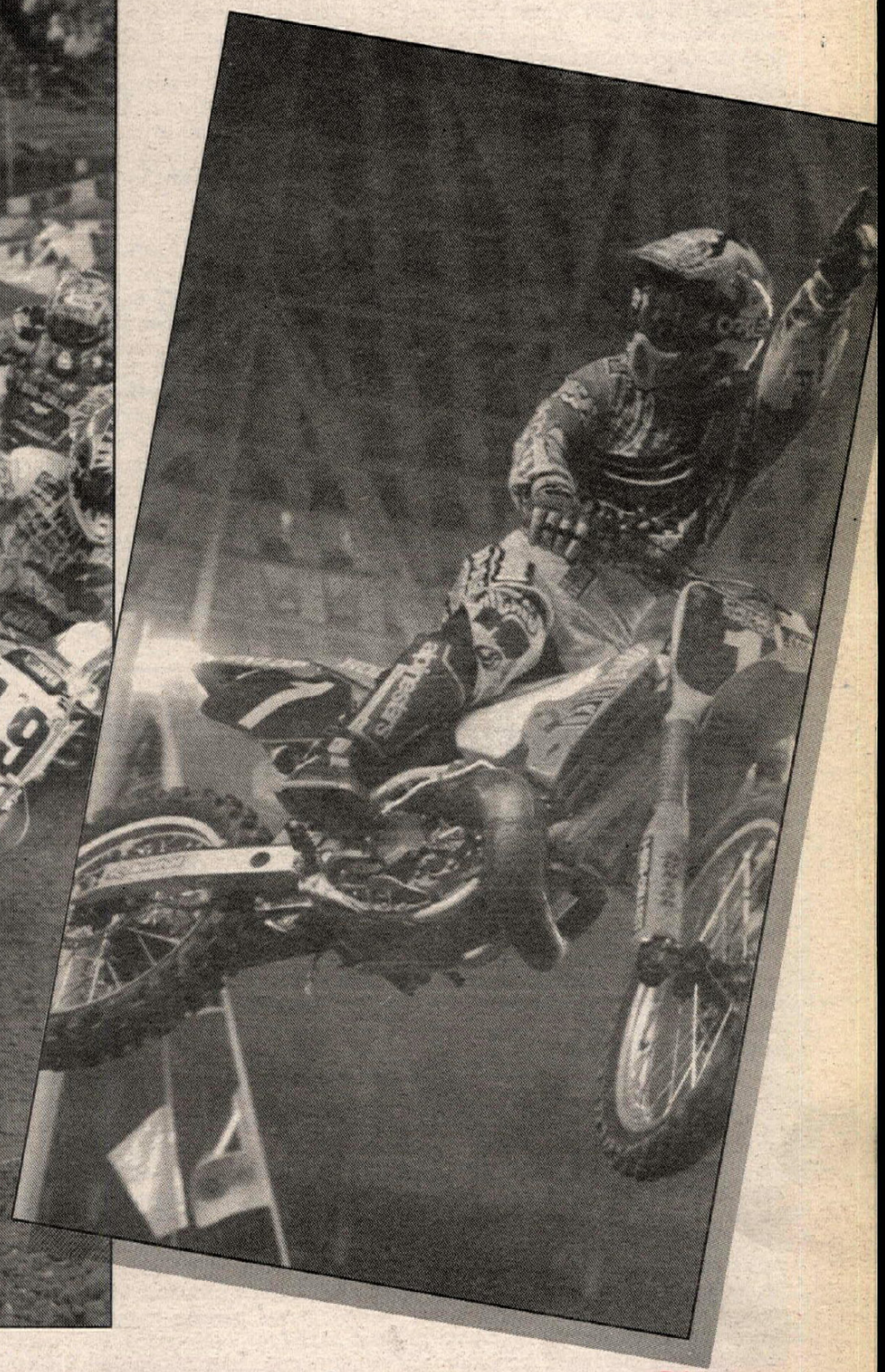
McGrath starts slow...



...but still wins Houston SX

Plus: Mick Doohan's Honda NSR500; Suzuki's VS800R Intruder; and more.

THIS DATED MATERIAL MAILED JANUARY 28, 1994

Bob Moore (Yam) won both the 125 and 250cc Pro classes during round three of the GFI Winter Series at Glen Helen Raceway in San Bernardino, California, January 23. Moore took the overall win in the 125cc Pro class over **Mike Chamberlain** (Kaw) and **Chris Young** (Suz). In the 250cc Pro class, Moore topped the standings followed by **Rick Ryan** (Yam) and **Lance Smail** (Hon).

Italian **Edi Orioli** (Cag) scored the overall win at the Paris-Dakar-Paris Rally, which ended on Sunday, January 16. Spaniard **Jordi Arcarons** (Cag) finished second, just a minute and 34 seconds off the pace. It was the smallest margin of victory ever recorded for the event. Italians **Fabrizio Meoni** (Hon) and **Angelo Cavandolli** (KTM) were third and fourth, respectively, with Frenchman **P. Sirbyjol** (Cag) completing the top five.

Danny Hamel and **Ty Davis** combined efforts to win the SCORE Parker 400 off-road race in Arizona, January 22. The Kawasaki KX500-mounted duo finished approximately 13 minutes ahead of the runner-up, one-man team of **Dan Ashcraft**, who piloted a Honda CR500. **John Flores, Tim Morton, Brent Blount** and **Brian Schmuckle** teamed up to finish third overall, as well as third in the 500cc class and first place in the 250cc class. The four-man team juggled riding stints aboard a Honda CR500 and a CR250. Fourth overall went to the Kawasaki KLX650R four-stroke team of **Larry Roeseler** and **Ted Hunnicutt**, while rounding out the top five was the Kawasaki KX500 duo of **Paul Krause** and **Ted Hunnicutt**.

The day after winning the Parker 400, **Danny Hamel** (Kaw) scored the overall win at the opening round of the AMA National Championship Hare & Hound Series in Lucerne Valley, California, January 23. Hamel, the three-time champ, crossed the finish line approximately three and a half minutes ahead of teammate **Ty Davis** (Kaw). Finishing third overall was **Dan Richardson** (Hon), with **Paul Krause** (Kaw) and **Jeff Capt** (Hon) rounding out the top five.

Jeff Curry (Kaw) and **Tim Ferry** (Hon) scored the 125 and 250cc Pro class wins, respectively, at the third round of the Florida Winter AMA Motocross Series in Dade City, Florida, January 22-23. Curry finished ahead of **Kevin Windham** (Kaw), **Carl Vaillancourt** (Suz), **Barry Carsten** (Suz) and **Craig Noack** (Suz) in the 125cc class, while Ferry, who also competed in the AMA Supercross Series round in Houston, Texas, on Saturday night, bested **John Dowd** (Yam), Curry, Vaillancourt, and Cross Country National Champion **Fred Andrews** (Yam) in the 250cc division. **Alan Andreu** (Yam) finished ahead of **JoJo Keller** (Yam) to win the Vet Pro class.

Greg Zitterkopf (KTM) recorded the overall and Open Pro class wins in the first round of the Best in the Desert Series at the Peppermill Grand Prix in Mesquite, Nevada, January 22. Runner-up **Destry Abbott** (KTM) topped the 250cc Pro class; **Kelby Pepper** (KTM) finished third overall and second 250, while **Bryan Folks** (KTM) finished fourth overall and third 250. Filling out the top five was Vet Pro winner **Scot Harden** (KTM). Winner Zitterkopf also competed in the opening round of the National Hare & Hound Series the following day and finished eighth.

Three-time AMA National Hare & Hound Champion **Danny Hamel** was officially named the 1993 **AMA Amateur Athlete of the Year** during an award ceremony honoring Hamel, held on the start line at the opening round of the National Championship Hare & Hound Series in Lucerne Valley, California, January 23. Roger Ansel of the AMA officially awarded the plaque to Hamel, who won every round of the AMA National Championship Hare & Hound Series last year, as well as just about every other off-road event he competed in, including the SCORE Baja 500 and 1000 races. The award came as a surprise to Hamel. "This is really neat - it's a big deal," said Hamel. Five-time National Hare & Hound Champion **Dan Smith** and Hamel are the only off-road riders who have won the award.

Dan Ashcraft has parted company with Team Honda's off-road racing team. Ashcraft was formerly one of the factory's team riders who competed on Honda's infamous, highly modified but seemingly undependable XR628-kitted four-stroke in the SCORE off-road series. A long string of mechanically related DNFs was one of the driving forces that led to Ashcraft's decision to vacate the team. At the recent SCORE Parker 400 race, Ashcraft competed on a borrowed Honda CR500 and finished second overall, while the factory's XR628 race/development bike failed to finish the event due to a transmission failure. "I've had a lot of disappointment in the last two years, never finishing or having bad luck," said Ashcraft. "I left on good terms. I told them (Honda) that if they ever need me, give me a call."

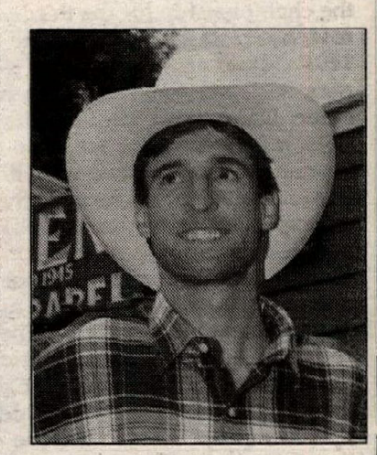
Former 250cc National Hare & Hound Champion and multi-time Baja 1000 winner **Larry Roeseler** was turning wrenches and pouring gasoline instead of racing at the first National Hare & Hound event of the year. Roeseler has decided not to race in the National Hare & Hound Series and will instead help out in the Kawasaki Team Green pits. "There's no point in me doing it (racing the series)," said Roeseler. "But I still want to be a part of it by working in the pits and helping Danny (Hamel) and Ty (Davis)."

Canadian road racer **Jon Cornwell** will again compete in the AMA 250cc Grand Prix class this season, though he will do so on his 1993-model Yamaha TZ250. "I didn't buy a new TZ, I'm just going to update the old one," Cornwell said. Cornwell also plans to race in the AMA/CCS 600cc Supersport Series, riding a Honda CBR600 in the opening round at Daytona before switching to Yamaha's new YZF600 for the following races. "It's a real competitive class," Cornwell said of the 600cc division. "It'll be interesting, but I know it won't be easy to compete with the factories." It is also likely that Cornwell will team with **Owen Weichel** on a 4&6 Racing CBR600 in the AMA/CCS GTU Endurance Series.

Road racer **Nancy Delgado** will be a featured guest on the Vicki! show that will air on NBC on February 4 (check local listings for air time). Delgado was part of a three-person panel as the Vicki Lawrence-hosted show focused on "women who ride Harleys." Delgado, with the help of Harley-Davidson, provided race footage of her in action on an 883 Sportster.

Road racer **Chris D'Aluisio**, who finished second to **Jimmy Filice** in the AMA 250cc GP Championship last year,

Graham to race Smokin' Joe's Honda RC30 in Daytona 200



Defending Grand National Champion Ricky Graham (right) has reached an agreement with Smokin' Joe's Racing to compete in the March 13 Daytona 200, held at Daytona International Speedway in Daytona Beach, Florida.

Although team riders Kevin Magee and Mike Smith will ride Honda's all-new Honda RC45, Graham will be aboard one of the Honda RC30s that Smith rode last season. He will, however, compete in similar Smokin Joe's Racing livery and the bike will be painted in the purple and yellow featured on the other bikes. Mike Hale is the fourth member of the team, the Texan will ride a Honda CBR600 in the AMA/CCS 600cc Supersport class.

According to R.J. Reynolds Tobacco Company Senior Operations Manager Curtis Gray, additional funding for Graham's one-race effort will come from American Honda and Daytona International Speedway's Jim France.

"We're excited for Ricky," said Gray. "In the past, we've always liked to do what we could to help dirt trackers make the transition to road racing."

According to Honda's motorcycle press department manager Jim Bates: "It's too early to say whether this will lead to further involvement from Honda, but we wanted to help Ricky try his hand at road racing. After doing so well all on his own last year, Honda felt compelled to lend a hand. After seeing what a comeback he is capable of, I wouldn't be surprised to see him do quite well."

Graham, 34, is no older than many of road racing's top rider - but at the same time he's much older than most beginning road racers. Still, Graham feels that his chance of making a successful transition are better now than they would have been 10 years ago.

"This is an open door because of the accomplishments that I achieved last year, and I'm more excited than I've ever been about anything," said Graham. "I don't expect to set the world on fire whatsoever, and I'm not gonna try to. My goal is to get out there and gain some exposure by turning in a good, solid ride. Before last year I was never comfortable road racing because I was always used to being one of the fast guys on the dirt. I talked to Wayne Rainey the other day, and he said that I should concentrate on learning the fundamentals and not worry about being the fastest guy. Hopefully, this will lead to something bigger and better."

California riders influence budget proposal

California off-road enthusiasts have helped preserve more than $12 million for the state's Off-Highway Vehicle Fund, the largest self-funded motorized recreation program in the country, according to the AMA.

California Governor Pete Wilson had included a provision in his budget proposal for the next fiscal year that threatened to take over $17 million from the off-highway fund, popularly known as the Green Sticker program. That plan, supported by the state's Resource Agency, would have diverted the money to offset deficits in other areas of state government.

But the AMA has learned that Wilson's budget proposal has been revised. While off-highway money is still threatened, the extent of that threat has been reduced.

The Green Sticker program gets its money entirely from registration and fuel fees paid by off-highway vehicle enthusiasts in the state. The law that established the program stipulates that the money be used exclusively for motorized recreation projects that benefit the people who pay it. But in the last decade, the state has taken more than $50 million from the fund and applied it to totally unrelated programs.

The latest planned diversion of funds would have added $17 million to that total. But as a result of the quick action by off-highway groups, all but $4.5 million in Green Sticker funds has been restored in the governor's budget proposal. The governor still plans to divert the $4.5 million to other state programs, perhaps in the form of a loan. However, the remaining $12 million has been saved for its intended use: maintaining and expanding motorized recreation opportunities on California lands administered by the U.S. Forest Service and the BLM.

The effort to convince the governor to revise his budget was led by the Off-Road Vehicle Legislative Coalition, made up of various off-road groups including the AMA and its District 36 and 37 affiliates; the California Off-Road Vehicle Association; the California Four-Wheel Drive Association; and the San Diego Off-Road Coalition.

"California's budget problems have taken their toll on off-highway enthusiasts over the years," said AMA legislative affairs specialist Eric Lundquist. "Given that track record, it's clear that the current situation facing the Green Sticker program could be a lot worse. Now's the time to make sure it doesn't happen all over again."

Wilson's budget proposal now goes before the California Legislature for further consideration. The AMA urges California motorcyclists to write to Governor Wilson, asking him to oppose all plans to divert Green Sticker money for use in other areas of the state budget. Address all letters to the Honorable Pete Wilson, Governor, State Capitol, Sacramento, CA 95814, or call 916/445-2841 to express your concerns about this issue.

hasn't secured a ride for the coming season and may not race. "I don't know what I'm doing," D'Aluisio said recently. "I don't have anything cooking." Though he rode for Southwest Motorsports in 1993, and finished second in the championship for the third year in a row, he won't be back with the team in 1994. "They still say they're going to race with one rider and I'm not that rider. Danny (Walker) is. That's fine with me. They went way too far last year and they knew they were doing it," D'Aluisio said, in reference to the team's overspending. D'Aluisio spoke with people who wanted him to contest the 125cc World Championship class, but he wasn't given a start because his background is in the 250cc class. "They said I could do a 250 if I got a 250 ride." But the Connecticut resident isn't shutting the door on the season. "I'm definitely open for proposals. If someone decides that they can't ride halfway through the season I'd be open for talking to them."

Dave Harold, who heads the Southwest Motorsports racing team, said the team had found new backing and was reorganizing, though they would be downsizing. "Our race team is going to campaign Danny Walker in the AMA F-2 (250cc) class and we'll also have Tommy Hayden on our AMA team as well as in the WERA F-2 class. We're also going to be supporting Tommy and Nicky Hayden in the WERA 125cc class," Harold said. The team bought Jimmy Filice's championship-winning Yamaha TZ250s for the Haydens and will have a 1994 TZ250 Yamaha for Walker; they will run Honda RS125s in the WERA 125 cc class. Asked why there would be only one rider, and why that rider would be Walker, Harold said, "We ran out of money last year and we had a change of ownership. We're not in the financial position to do the same team we had (in '93) this year. Erich (Klementich, the previous principal in SWM) has pulled out. That was the crux of the problem. Unfortunately, Erich didn't tell anybody about it until midseason. We've been re-grouping. We're not as big a team as we were in the past. In order to run Chris (D'Aluisio) and Danny (Walker) with good personnel and good equipment...we didn't have the resources. Danny's been employed by the shop throughout the past year and was able to bring some financial resources to help out." The new majority owner is Jason Harwell, a businessman from Dallas who's involved in the aviation business. The Southwest Motorsports team will continue to be sponsored by Dunlop Tires, Arai Helmets, Red Line Oil, Vanson Leathers, and SBS Brakes.

Like many southern Californians, employees at **O'Neal USA** were affected by the recent Northridge earthquake that rocked the southland. The company's Chatsworth facility is located three miles from the quake's epicenter, and their warehouse sustained some interior damage during the trembler. Still, O'Neal stepped up to the plate to help out local residents. Company president **Jim O'Neal** and several employees loaded up a box van and drove to a local park, where they handed out $5000 worth of free T-shirts, sweatshirts and other clothing. O'Neal has also challenged other businesses in the motorcycle industry to meet or beat their donation.

Kawasaki Motor Corp. also pitched in to assist in earthquake relief, donating 20, 5000-watt portable power generators. Eight units were provided to Operation USA, an international relief and development agency headquartered in Los Angeles. Five of these generators are being used to supply lighting and power for shelters and parks, while three others went to disaster preparedness facilities at three area high schools. The additional 12 units were donated to the City of Los Angeles, General Services Administration, for use by police, fire and other city agencies.

Former Daytona 200 winner **Dave Sadowski** has signed a contract with Tom Parrot of the Ducati Enthusiast Membership Organization (DESMO) and will ride a Fast By Ferracci-prepped Ducati in the 1994 AMA U.S. Superbike Championship. "I am elated to be back in the superbike class on a competitive machine," Sadowski said. "Everyone saw what I could do the last time I was mounted on a competitive superbike, and I aim to do better than that. This is a front-line effort. I've been plugging (Eraldo) Ferracci for years to let me ride one of his motorcycles." Sadowski will also ride the Mike Velasco-tuned Team Labelle/MVR Honda CBR900RR in WERA Formula USA events, including the WERA Triple Crown.

On Thursday, January 13, Italian **Fabrizio Pirovano** signed a one-year contract with Ducati, to ride in the Italian and World Superbike Championships, despite the fact that he had made a verbal agreement to ride for BYRD Yamaha. A few hours after signing the contract, Pirovano did some 30 laps on an 888 on the wet Misano course in Italy. Pirovano will be managed by **Davide Tardozzi**, but the other two Ducati pilots, **Giancarlo Falappa** and **Carl Fogarty**, still do not know who their manager will be. **Raymond Roche** may not continue in that role, and **Marco Lucchinelli** and **Virginio Ferrari** are among those being considered to take his place.

According to a press release from the **Flammini Group**, promoters of the World Superbike Championship: "...unknown person and deliberately carrying out a defamatory campaign through the propagation of completely false, deceitfully distorted and cunningly prepared information to the media and to our business partners. After having closely examined and evaluated the situation, we have instructed our lawyers to take immediate legal action in order to guard our rights. We will keep you informed on the developments." Earlier reports from Europe claimed that the Flammini Group was in financial trouble and was looking for a partner.

Willow Springs International Raceway in Rosamond, California, sustained no damage from the recent earthquake in southern California, despite the fact that it is located less than 90 miles from the quake's epicenter in Northridge, according to operations manager **Kenny Kopecky**.

Road racer **Christian Gardner**, who suffered a badly broken left arm at the AMA/CCS Race of Champions at Daytona International Speedway last October, says he'll be healthy for the AMA/CCS endurance race during Daytona Bike Week in March. "I've had three surgeries and things are getting back into shape," Gardner said. "I had

Continued on page 47

Anaheim Stadium damaged by earthquake

Anaheim Stadium sustained an estimated $4 million in damage due to the 6.6-magnitude earthquake that hit southern California on Monday, January 17, despite the fact that the venue is located approximately 50 miles from the Northridge epicenter. The 17-ton "Little A," which houses the large "diamond-vision" screen and is normally perched on the rim of the stadium, was shaken loose in the quake and came to a rest on at least 1000 seats. (The "Big A," which sits outside in the stadium's parking lot, was not damaged). No one was in the stadium when the quake hit at 4:31 a.m., but work crews had been in the stadium the day before, preparing the field for the Mickey Thompson Entertainment Group's Stadium Off-Road Series. A round of the series had been scheduled for January 22, but the promoter opted to postpone the event until February 12 to allow time for repairs. The Anaheim Supercross will take place as planned, on January 29, by which time the "Little A" will have been removed, and the 1000 damaged seats roped off.

Closer to the epicenter, the trembler caused damage to several companies in the motorcycle industry, including Answer, AXO, O'Neal, Sinisalo and Hi-Torque Publications.

"This really makes me identify with the people in St. Louis, where they had all the floods and everything," said Sinisalo's Bob Rathcamp. "When all that happened, we were sitting there watching TV, going, 'that's too bad, let's have dinner.' Now they're watching us. It's kind of hard when people call up saying, 'Where's my jersey?' They don't realize that our whole life has been turned upside down. I guess everything has a bright side, though, because it should be really easy for people in construction to find jobs right now, and that should help the motorcycle industry."

Helmet-law plans on the rise

Freedom of choice for motorcyclists is in danger in 11 states, according to the AMA. The new legislative season is underway, and already bills in 11 states are being considered that would restrict freedom of choice for adult motorcyclists regarding the issue of mandatory helmet-use laws. Those measures would affect motorcycle riders in Alaska, Colorado, Delaware, Hawaii, Illinois, Iowa, Kansas, Oklahoma, Rhode Island, South Carolina and Utah.

Among the helmet-use initiatives this year, the Colorado bill is the most controversial. In addition to mandating helmet use by motorcyclists of all ages, House Bill 1047 would require riders to enroll in the state's no-fault insurance program.

Studies have consistently shown that in accidents involving a motorcycle and another vehicle, the driver of the other vehicle is at fault the majority of the time. Nevertheless, the Colorado bill would require all motorcyclists to pay for expensive coverage to insure themselves against any injuries inflicted by automobile drivers. In addition, the measure would bar unhelmeted riders from taking legal action to recover damages suffered in accidents involving another motorist.

"This bill is totally offensive," said Chris Kellfelz, AMA legislative affairs specialist. "On one hand it takes away the freedom of choice for adult riders, but it also would cost motorcyclists dearly in higher insurance premiums, all the while barring some injured riders from the legal right to sue for damages inflicted upon them."

The Colorado bill, like those in the 10 other states, is a direct result of a helmet-use provision included as part of the 1991 federal highway funding bill. Under the terms of the original plan, all states were required to pass mandatory helmet-use laws by October 1993.

However, only Maryland has acted to bring its laws into compliance with the federal mandate since that highway funding bill was passed. Another 25 states have left helmet use to the discretion of adult motorcyclists; all 25 shave been in technical violation of the federal law since October 1, 1993.

Riders in states that are considering mandatory helmet-use laws this year are urged to make their views known on this issue.

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America's weekly motorcycle newspaper

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VOICES
Letters to the editor

Kudos to Suzuki

I wanted to drop a line to acknowledge my appreciation of American Suzuki and their excellent contingency program.

For the 1993 racing season, I was able to accumulate over $12,000 in Suzuki certificates and also a $5000 savings bond through their Good Scholar Program. Most of my winnings came from the District 5 Championship Series - it's nice to see our area recognized by your organization.

My plans for the '94 season are uncertain at this time, but if I continue racing it will no doubt be on a Suzuki product.

Brian Patterson
Verona, PA

He likes it #2

As a long-time motorcycle owner, rider and enthusiast, I have subscribed to a number of national publications, including *Cycle News*. If I had to reduce my subscriptions down to one - it would have to be *Cycle News*. No doubt about it.

Your January 5th edition (Issue #50) was indeed outstanding. The interviews with all of the champions, several road tests, and the 1994 Buyer's Guide make it a keeper. In particular, your interview of Wayne Rainey was outstanding.

"In The Wind" gives me the latest information, and your race results are in my hands before the racers' tires have cooled. You and your staff are doing a magnificent job. Keep it up and I'll keep subscribing.

Dana Sawyer
Columbia, SC

Sawyer is the founder of the Honda Sport Touring Association in South Carolina ...Editor.

Chicanery

Maybe you guys should take away Henny Ray Abrams' camera and hand him the editorial typewriter a bit more often. I really enjoyed his "Chicanery" column (Issue #2, January 19). And I thought 600cc dirt trackers were the only ones to notice the way Harley wins races.

Fred Windum
Riverside, CA

Luck of the Irish 3

Regarding your January 12 (Issue #1) "Voices" letter by Sean McGloin in which he chastises you for calling Irish riders Robert Dunlop and Jeremy McWilliams "Brits."

There is a natural tendency to call people from all of Great Britain "Brits." Technically, this is correct. The slang probably has roots in the military when Scottish, Irish, Welsh and English regiments were grouped together in the British Army.

As a half-Scot by heritage who attends Scottish gatherings and games, I am occasionally reprimanded by true Scots when I slip and refer to an English regiment (from England) as being "British." These Scots remind me that they too are "British" as are your Irish and Welsh - from a logical perspective.

John Neuenburg
San Rafael, CA

Mile-less

Both San Jose Miles are cancelled, and not a single word from you guys as to why this happened. What's the low-down?

Tom Stein
Hillsboro, OR

According to sources close to the San Jose Mile, scheduling conflicts and the fact that the Santa Clara County Fairgrounds has filed for Chapter 11 bankruptcy are the cause of the cancellations. Those same sources say that the San Jose Half-mile, scheduled for April 30, will likely suffer the same fate. There is also a proposal that would see a flea market move into the fairgrounds; and half of the famed mile oval would be paved for a parking lot. As Joni Mitchell once crooned, "They paved paradise and put up a parking lot."..Editor.

Road racing in Pomona?

After looking at the schedule for the AMA U.S. Superbike Championship Series, I have a few questions. There is an April 8-10 round scheduled for Pomona. Where will the track be? I've lived in southern California since 1975 and I don't know of any race tracks in Pomona.

All the other scheduled events in the series are on permanent road race courses. I'm hoping someone doesn't mean that the Pomona race will be held in the parking lot of the L.A. County Fairgrounds. My neighbor and I went to the Corvette Swap Meet at the fairgrounds a couple of Sundays ago. That parking lot has more dips and bumps than Carter has little pills.

I know that the police have a course set up there, but they're participating in controlled pursuit - not road racing. The only run-off area there is a chain-link fence. Has the riders' representative seen the layout of the track? The reason I am writing this letter is for rider safety. I know I should be grateful for an event this close to my home but I go to races to see good tight racing - not waiting for an accident to happen. I'm hoping this letter will make people think. I don't like people saying after the fact: "What could we have done?"

Gary Wayne Partin
Riverside, CA

The race is scheduled to be run in the parking lot at the Los Angeles County Fairgrounds. Jamie James has ridden his Vance & Hines Superbike on one version of the parking lot race track. He said that with some changes to the layout, it would be possible to hold a race there...Editor.

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INSIDE
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ON THE FRONT COVER

Jeremy McGrath didn't get the holeshot at the Houston Astrodome, but it didn't stop him from winning the race. Photos by Kinney Jones.

MAY THE GUY ON THE BEST BIKE WIN.

BMW BATTLE OF THE LEGENDS III

You definitely don't want to miss this. Ten legendary riders on one world-renowned bike. The BMW R1100RS.

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Round 2: Houston Astrodome

No mercy from McGrath

By Donn Maeda
Photos by Kinney Jones

HOUSTON, TX, JAN. 22

Shortly after the conclusion of the Orlando Supercross series opener, much of the talk began to center around Team Kawasaki's Mike LaRocco. Sure, defending champion Jeremy McGrath had raced to his 12th career supercross win and kicked off his title-defending season in grand style, but it was runner-up LaRocco who kept the fans on the edge of their seats by charging through the field and closing in on the quick-starting McGrath.

For McGrath's competition, LaRocco was a sign of hope - perhaps the newest supercross sensation wasn't unbeatable, after all. Many insiders felt that a better start on LaRocco's part, or a few more laps in the race, could have made the difference - even McGrath admitted that he couldn't have gone any faster.

But after the smoke cleared at round two of the 15-stop series, those same insiders found themselves silenced. Yes, McGrath again emerged the victor, but this time the story was much different. After rounding the first turn mired in 13th place, McGrath lived up to his "Showtime" moniker as he sliced through the field to take his second consecutive win of the series.

"That had to be the hardest one ever," said the Team Honda/1-800-COLLECT rider. "As soon as I got that lousy start, I thought to myself, 'Okay, here we are. This is the test that everyone's been waiting for.'"

Had grades been handed out for that test, McGrath would have received an "A." With apparent ease, McGrath stalked his competition and worked his way through the field with the precision of a seasoned veteran. One by one, McGrath picked off his competitors before moving into the point position on the 10th of 20 laps.

But what about the highly-touted LaRocco? The factory Kawasaki rider suffered his usual lackluster start and began the race only one position behind McGrath, but was unable to match the champ's every move through the field. It took the quiet Indianan three laps more than McGrath to race past the others, but once into second, he quickly made up the difference. With six laps to go, it looked as if LaRocco had more than enough time to complete the previous week's unfinished business, but he would soon learn that when it comes to McGrath, catching and passing are two completely different tasks.

"I caught him pretty quickly, but I knew that if I was gonna pass him, I'd have to force it," said a visibly disappointed LaRocco afterwards. "That's twice now that I've had the speed to win, and twice that I haven't. I'm pretty disappointed in myself in that sense."

Each time LaRocco looked set to make his move, McGrath simply clicked it up a notch and pulled away to safety.

"Man, if it weren't for LaRocco, I think the field would be hating it this season," said McGrath. "I wasn't too worried about coming from the back of the pack because I knew that the fast-fast guys weren't up there. I knew he was behind me."

And just who were the not so "fast-fast guys" that McGrath referred to? Perhaps the most head-turning of the bunch was Team Noleen/Sizzler/Yamaha rider Larry Ward. After passing holeshot-grabber Jeff Emig on lap one, Ward turned in an inspired ride at the front of the pack that lasted nine laps. At one point, Ward extended his lead over the rest of the field to over three seconds, but fatigue began to set in and the former factory Suzuki rider faded to an eventual seventh.

"Man, I get the Party Ball Award this week," joked Ward, who also led the series opener for a number of laps. "I know I have the speed and mental conditioning to win, I just need to change my training program."

After overtaking Ward, Emig enjoyed the lead for barely a lap, as McGrath and LaRocco wasted little time in closing in. Emig did, however, manage to stay with the leaders for a number of laps before settling into a distant third.

Emig's factory Yamaha teammate, Mike Craig, followed at a distance back in fourth, while Honda's Jeff Stanton trailed even further back in fifth. Craig seemed to lack his usual flash, after a first-turn run-in during his qualifier left him with a painful left knee. Stanton's main-event charge was also affected by a heat-race mishap. A rare miscalculation by the 17-time supercross winner left him dazed, visorless and without confidence in a particularly tricky section of the track.

Perhaps the oddest sight of the evening was that of four-time National MX Champion Mike Kiedrowski circulating the track at the back of the pack. After starting just inside the top 10, the Team Kawasaki rider crashed and was pinned under his machine for what seemed like an eternity before rejoining the race. Kiedrowski could manage no better than 15th at the finish.

"I don't know what to say," said last year's series runner-up. "I felt better than I did last week, I just had some really bad luck."

McGrath's perfect record gives him a six-point lead over LaRocco in the Camel Supercross Points Fund, 50-44.

East met west in the combined 125cc regional supercross main, and when the black and white flew it was Team Suzuki's Ezra Lusk who grabbed the glory for his east coast counterparts. Lusk's teammate, Jimmy Button, followed him home for the second week in a row, while west coast rider Damon Huffman made it a Suzuki sweep by finishing third. Team Splitfire/Hot Wheels/Kawasaki rider Ryan Hughes finished a

Usually a fast-starter, Jeremy McGrath suffered a terrible start and was forced to race through the field en route to the 13th supercross win of his career.

(Left) Mike LaRocco (7) closed to the the rear of McGrath (1) with seven laps to go, but was unable to make a pass. Here, Mike LaRocco Sr. frantically informs his son that time is running out. (Below) Larry Ward (11) led the first nine laps before succumbing to fatigue. Jeff Emig (6) was the first to pass Ward, but only led for a lap before McGrath swept past. Emig held on to third.

close fourth in what was only his second supercross in over a year.

250cc

Craig led the charge into turn one in the first heat race of the night, but found his corner speed too hot as he entered the left hander. "Someone rammed the inside of me and hit my knee," said Craig, who straightened up and subsequently sent several riders crashing through the hay bales - amongst them were Emig and privateer Yamaha rider Jeff Matiasevich.

Stanton and LaRocco snuck past before Craig could recover, and then those three riders immediately opened up a comfortable margin over KTM's Cliff Palmer. LaRocco stuffed his way past Stanton on lap three and set sail for the finish, but that wasn't the end of the action. On the next lap, Stanton miscued a series of jumps and was catapulted over the handlebars head-first into the face of a steep step-up. "I just came up short and ate shit," said Stanton. "I was pretty dazed, but I got up and wanted to make sure I didn't have to ride a semi."

Craig was the only rider to sneak past the dazed Stanton, and the order at the finish was: LaRocco, Craig, Stanton and Palmer. All four would transfer to the main.

The second heat belonged to McGrath - from start to finish. After grabbing the holeshot, McGrath immediately began to pull away, waving to the crowd in the process. On the final lap, McGrath made good use of his seven-second lead by performing his "patented" leg-over-seat aerial maneuver over both sets of triples. Lamson was a distant second, ahead of Doug Henry and Kiedrowski.

"That move is really easy," said McGrath of his antics. "I wanna get to the point where I can do it one-handed."

Emig easily won the first semi over Matiasevich, while Noleen/Sizzler/Yamaha teammates Ward and Larry Brooks supplied the thrills in semi two. Brooks led the majority of the race before Ward reeled him in. Together, the identically clad riders jumped side-by-side over the triples while looking each other dead in the eyes. Ward eventually got the upper hand and went on to the win, while Brooks tipped over in a turn on the last lap after performing a crowd-pleasing whip over the triples.

Dag Boyesen piloted his Penske/Boyesen/Yamaha machine to an easy win in the Last Chance Qualifier, while Lilburn, Georgia's Todd Downs completed the 20-rider main event field.

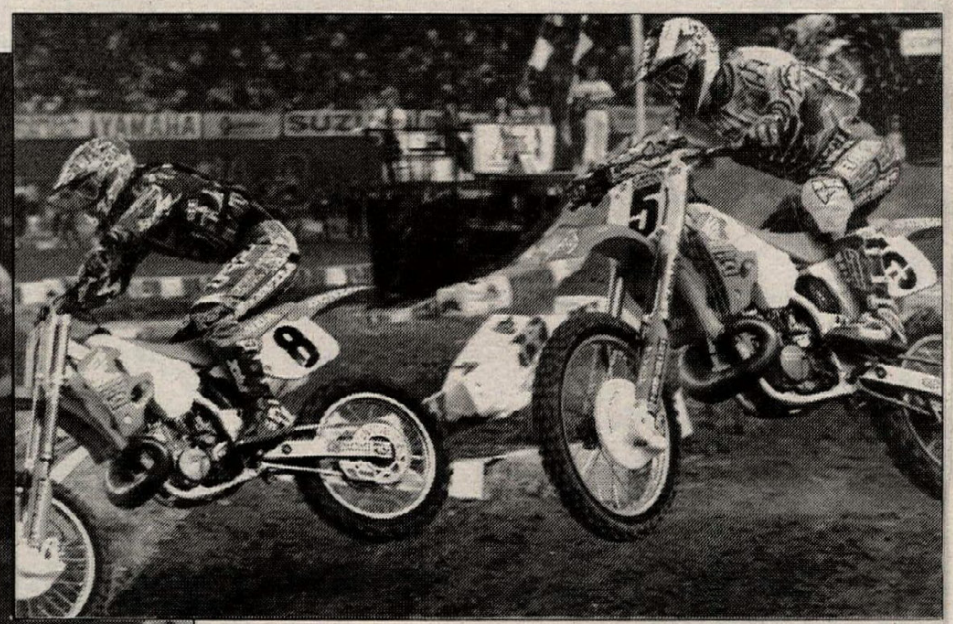
In the main, Emig nailed the holeshot ahead of Craig, Ward, Stanton and Matiasevich, while McGrath and LaRocco were mired in 13th and 15th, respectively. Ward found a hot line on lap one and took over the lead while McGrath and LaRocco set to the task at hand.

"I saw that McGrath was only one rider ahead of me at the start, so I wasn't really worried," said LaRocco. "My race bike is a lot faster than the one I practice on, and I'm not used to all of the power. I have a hard time keeping the front end down off the line, and that's what's costing me."

Kiedrowski found himself on his head and stuck under his bike on the second lap, and was well over a lap down before he rejoined the race.

"I just happened to crash in a bad section of the track," he said. "First I

Round 2: Houston Astrodome



(Above) Doug Henry (8) battled with Jeff Stanton (5) before fading with an aching shoulder. Stanton was fifth; Henry finished 12th. (Left) Michael Craig (19) rode an uneventful race and finished fourth.

was pinned and my pipe burned my leg, then I couldn't get back on the track."

Meanwhile, McGrath and LaRocco began to slice through the field, making their way to the front of the pack. One casualty of their charge was Suzuki's Brian Swink.

"McGrath took me out," said Swink, who dropped to last before putting on a commendable charge that carried him back to eighth at the finish.

"I feel really bad, because I like Brian," said McGrath. "He looked like he was going to the left, so I decided to triple these jumps, but he cut to the right and I landed on him."

By lap five, McGrath had already motored into fourth, passing notables such as Lamson, Henry and Stanton with apparent ease. Ward continued to enjoy the lead, but was beginning to show signs of raggedness.

"I was just thinking too much," said Ward. "I was over-jumping everything big time. I should have relaxed, but I started to get tense and make mistakes."

Briefly...

Attendance at the SRO/Pace Motorsports-promoted event was down from previous years, as only 37,830 fans filled the Astrodome. The promoters attributed the weaker turnout to the lack of advertising time preceeding the event. "We only had one week to advertise the race," said SRO/Pace's Julie Hoffman. "We didn't even know if it was going to happen because of the NFL playoffs." Nevertheless, the crowd was driven into a frenzy by what many described as the best event in years.

For his win, **Jeremy McGrath** earned $5000 of the $35,000 250cc class purse, plus an additional $1000 for winning the Coors Light Silver Bullet Showdown. McGrath's winning heat race time was over 10 seconds faster than LaRocco's, and the Team Honda/1-800-COLLECT rider was presented with his second showdown award of the season after his winning main event performance. 125cc class winner Ezra Lusk was awarded a $2000 share of the $10,000 125cc class purse.

Many fans were anxious to see Team Kawasaki's **Robbie Reynard** perform in the 125cc race, but were surprised to see the 16-year-old Oklahoman circulating the track outside of the top 10. Apparently, Reynard came down with a severe case of the flu only days before the event and only showed a slight hint of his true potential. Obviously very disappointed with his 13th-place finish, Reynard was seen close to tears after the race. "I couldn't breathe or hold on, and my arms were pumping up really badly," he said.

In keeping with the smaller-than-usual crowd, the 250cc class had a deficient number of entries as well. Because of a large number of unexplained no-shows, the 250cc class boasted only 37 entrants. Ideally, a larger field of entrants is thinned down to a field of 40 through preliminary qualifiers held early in the day, but because of the small turnout, all 37 riders were allowed to compete in the evening's program - regardless of their speed and abilities. This proved to be dangerous, as a wide variety of skill levels was apparent amongst the riders. While the established stars sailed over the many sets of triple and double jumps, quite a few riders could be spotted single-jumping their way through. In their heat races, McGrath and LaRocco began to lap slower riders on lap two. In the main event, early-leader Larry Ward began lapping riders on lap five. One official - who shall remain anonymous - was overheard joking that he should have borrowed some riding gear and "made $100 for riding around in last."

Thursday's press day claimed several riders, including Team Suzuki's **Phil Lawrence**. "Factory Phil" crashed when his bike slipped into a false neutral and sent him over the bars, breaking his knee brace in the process. Lawrence opted to rest his knees and spent the evening spectating in the *Cycle News* VIP suite. Lawrence was among those appalled by the skill level of many of the riders, commenting on several throughout the evening. "Oh, man, that guy's not even a novice," he shouted. . .

Team NCY Yamaha's **Tommy Clowers** was another rider injured on press day. According to his teammate **Mike Metzger**, Clowers cased on a triple jump and broke his right ankle. Clowers hopes to be back in action in time for the February 5 San Diego Supercross.

With the announcement of 1-800-COLLECT's involvement with Team Honda coming only a few days before last week's series opener in Orlando, the clothing sponsors of team riders **Jeremy McGrath**, **Jeff Stanton**, **Doug Henry** and **Steve Lamson** were left scrambling to prepare special riding gear in time. At Orlando, McGrath and Stanton looked the best-dressed, while Henry sported only a single 1-800-COLLECT sticker on his chest protector because of a contractual conflict with his clothing sponsor, Fox Racing. At Houston, however, Henry reported that all was "straightened out," and his leathers featured the new sponsor's logo above the familiar Fox emblem. Lamson, on the other hand, was seen riding practice in a pair of somewhat cobby-looking 1-800-COLLECT/Yoko leathers. "They were made by Yoko Finland," said Lamson of the odd-looking pants. Lamson was relieved when a new, better looking pair showed up at the track last minute, via overnight mail. "I was getting a little worried," admitted Lamson. "Those other pants were kinda goofy and I was hoping I wouldn't have to race in them."

Though he has retired from his position as Jeff Stanton's factory mechanic, **Danny Betley** will still attend quite a few races with the Honda team. "Basically, I'm serving as a Kayaba suspension technician for the team," said Betley. "I make sure that all of the suspension is serviced and whatever else needs to be done." Stanton is currently the only rider on the Honda team to use Kayaba suspension, as Jeremy McGrath, Doug Henry and Steve Lamson compete with Showa units.

The **Rich Winkler**-designed track at the Astrodome was regarded by most of the riders to be the best in years. Traction was abundant, and though the track was technical, the course offered many places in which to pass. "I think you'll see a significant change in this year's tracks," said Roy Janson, AMA's director of professional competition. "In the past, riders have complained that the tracks have been too tight, and hard to pass on, so this year the courses will have longer sections in which the riders can race side-by-side."

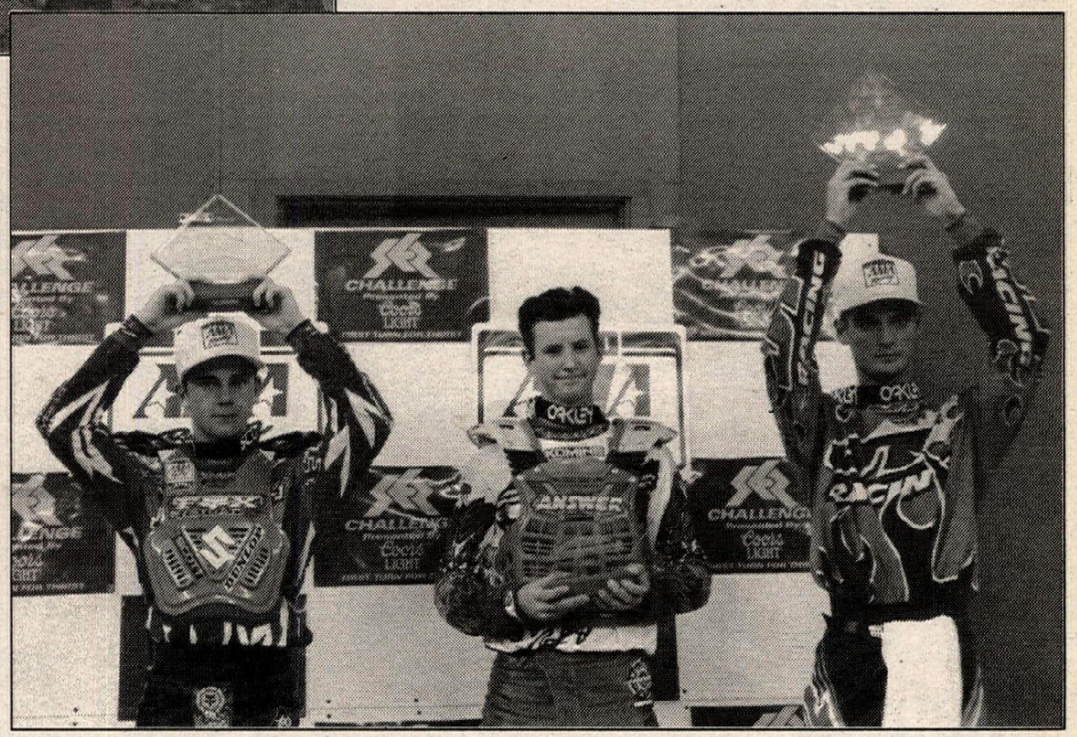
Team Splitfire/Hot Wheels/Kawasaki rider **James Dobb** crashed during his 125cc class heat race, and opted to sit out the rest of the evening. "I banged up my shoulder," said Dobb. "It's nothing special, really, but the team decided that it was in everyone's best interest if I waited to compete until next week at Anaheim." Dobb also announced that he and his longtime girlfriend, Nicola Woodhouse, were recently engaged, and plan to be wed sometime in 1996.

Scott Goggles representative **Bevo Forti** had happy news at Houston - he and his new wife, Helen, are expecting a new addition to their family. "The doctors say that May 7 will be the big day," said Forti. "I can't wait."

Along with the machines belonging to team riders **Ryan Hughes**, **James Dobb** and **Pedro Gonzalez**, a fourth bike bearing a number-one plate sat on display in the Team Splitfire/Hot Wheels/Kawasaki pits. "It's basically just for show," said team manager Mike Hooker. "Last year **Jimmy Gaddis** won the championship, but he was ineligible to defend his title in the 125cc class, so we won't be able to run the number-one plate this year."

And speaking of the Splitfire/Hot Wheels/Kawasaki machines, one of the four was noticably different than the rest. Hughes' number 22 bike sported a works Kayaba fork and shock, as well as a set of hand-made magnesium triple clamps. "My contract with Kawasaki states that I get works suspension," said Hughes. "Now if I was I *demoted* to the Splitfire team, would I still get works stuff?" Hughes was referring to a rumor that circulated earlier in the year that he was dropped from the Kawasaki factory team in order to make room for **Robbie Reynard**

(Left) Ezra Lusk (17) led the 125cc main from start to finish. Damon Huffman (20), Mike Metzger (85), Don Upton (59), Chad Pederson (51), Jimmy Button (34) and Ryan Hughes (22) gave chase. (Below) (Left to right) Winner Ezra Lusk, third-placed Damon Huffman and runner-up Jimmy Button made it a Team Suzuki 1-2-3 sweep in the 125cc main.



Emig was the first to capitalize on Ward's mistakes, and took over the lead on lap 10. McGrath followed in Emig's wake, passing the rapidly fading Ward soon after overtaking Craig for third.

"When I saw Emig get the lead I knew I was set," said McGrath. "He can't hold on for 20 laps."

McGrath stalked Emig for only a lap before diving to the inside before the whoops and making the pass. The pass was not smooth, however, as McGrath continued to ride into Emig. The two made contact and came to an abrupt halt before getting underway.

"I just wanted to make sure he didn't cut back under me," said McGrath.

Once into the lead, McGrath opened up an immediate two-second lead - now it was LaRocco's turn to make a charge.

"I had a hard time getting past Cliff Palmer, so Jeremy was able to get ahead," said LaRocco. "But I was cutting a good lap and gaining a lot of time."

LaRocco disposed of Craig, then Emig, before rapidly gaining ground on the leader. By lap 14, LaRocco was within striking distance. Visibly faster in the whoops, LaRocco repeatedly closed to the rear fender of McGrath, but was unable to stick a wheel in on the front-runner.

"Jeremy rides all of the smooth lines, and in order to pass him I knew I needed to be aggressive, but I never got the chance," said LaRocco. "No one else seems to be carrying the speed that he and I are, but I need to figure out how to get around him as well."

The final laps were anticlimactic, as McGrath continued to do what he needed to keep a safe distance ahead of his rival, and at the finish enjoyed a three-bike-length lead. Emig came home some 10 seconds later in third, while Craig was equally alone in fourth. Stanton was a solitary fifth; Lamson was sixth.

"It was just one of those weekends," said Stanton. "First, we had ignition problems on press day, then I crashed in the heat. I just never felt comfortable over that jump again and I didn't want to push it."

"I felt really loose in practice, but I got a little nervous and tense in the main," said Lamson. "I just rode tight, but I'm making progress."

125cc

The top four players in the 125cc class dominated the heat race action, as Huffman styled to the first race win over Hughes, and Lusk topped Button in heat two. Texan Jeff Dement scored the LCQ win aboard his DGY Yamaha.

At the start of the main, Lusk led the way and was joined at the front of the pack by Huffman and NCY Yamaha's Mike Metzger and Don Upton. Hughes and Button suffered mediocre starts, but worked to the front quickly.

Lusk and Huffman broke away from the field early on, then on lap two Lusk gained a bit of breathing room when Huffman fell in a turn.

"I was right behind Ezra and I saw him swap over a jump," said Huffman. "Then I swapped the same way and tipped over into some hay bales."

Huffman regrouped quickly and rejoined the chase in fourth, but within four more turns found himself floundering at the side of the track.

"I got bumped in the air and landed on a hay bale," said Huffman. "I had no where to go but off the course."

Huffman sped alongside the triples on the concrete that bordered the track and rejoined the race in fifth behind the fleeting Lusk, Ferry, Button and Hughes.

Shortly after that Ferry began to drop off the leaders' pace, and by lap five Button, Hughes and Huffman had all motored past.

Lusk continued to pad his lead and would not be challenged throughout the remainder of the race. Button seemed to have second equally secured, but a rapidly recovering Huffman had other ideas. After a brief battle with Hughes for third, Huffman forced his way past and began to reel in Button. Time ran out, however, and he was forced to settle for the lower spot on the winner's box.

Lusk sailed to the win with four seconds to spare over the close-flying duo of Button and Huffman, while Hughes followed six seconds later.

"I got the holeshot and made sure that I did all of the jumps on the first lap, and I was able to get away," said Lusk. "I heard someone back there at first, but I was just riding smooth and steady. If Damon would have poked a wheel in, I still could have perked up a bit."

"I just need to get a start with Ezra," said Button, who also finished second to Lusk at Orlando. "I felt good until I got into second, then I got brain fade." CN

Houston Astrodome
Houston, Texas
Results: January 22, 1994 (Round 2 of 15)

250 HEAT 1 (17 riders, 8 laps, top 4 transfer): 1. Mike LaRocco (Kaw); 2. Mike Craig (Yam); 3. Jeff Stanton (Hon); 4. Cliff Palmer (KTM); 5. Jeromy Buehl (Yam); 6. Jeff Emig (Yam); 7. Todd Downs (Hon); 8. Kyle Lewis (Yam); 9. Chris Craft (Yam); 10. Kevin Hornick (Hon); 11. Hoot Parker (Kaw); 12. Roger Ewing (Kaw); 13. Donnie Roland (Hon); 14. David Redmond (Hon); 15. Kevin Crine (Hon); 16. Jeff Schwirtz (Hon); 17. Jeff Matiasevich (Yam).
Time: 8:05.56.

250 HEAT 2 (17 riders, 8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Doug Henry (Hon); 4. Mike Kiedrowski (Kaw); 5. Larry Ward (Yam); 6. Erik Kehoe (Hon); 7. Larry Brooks (Yam); 8. Denny Stephenson (Suz); 9. Dag Boyesen (Yam); 10. Joe Benyak (Yam); 11. Barry Weinberger (Hon); 12. Brian Swink (Suz); 13. Mike Hulsey (Suz); 14. Mark Traversky (Suz); 15. Mark Easley (Yam); 16. Ray Michell (KTM); 17. John Rickel (Suz).
Time: 7:53.45.

250 SEMI 1 (13 riders, 6 laps, top 5 transfer): 1. Jeff Emig (Yam); 2. Jeff Matiasevich (Yam); 3. Kyle Lewis (Yam); 4. Jeromy Buehl (Yam); 5. Kevin Crine (Hon); 6. Todd Downs (Hon); 7. Chris Craft (Yam); 8. Doug Roland (Hon); 9. Hoot Parker (Kaw); 10. Roger Ewing (Kaw); 11. Kevin Hornick (Hon); 12. Doug Redmond (Hon); 13. Jeff Schwirtz (Hon).
Time: 6:03.06.

250 SEMI 2 (13 riders, 6 laps, top 5 transfer): 1. Larry Ward (Yam); 2. Denny Stephenson (Suz); 3. Erik Kehoe (Hon); 4. Larry Brooks (Yam); 5. Brian Swink (Suz); 6. Dag Boyesen (Yam); 7. Joe Benyak (Yam); 8. Mark Easley (Yam); 9. Mark Traversy (Yam); 10. Barry Weinberger (Hon); 11. Mark Hulsey (Suz); 12. Ray Mitchell (KTM); 13. John Rickel (Suz).
Time: 6:07.83.

250 LCQ: 1. Dag Boyesen (Yam); 2. Todd Downs (Hon); 3. Joe Benyak (Yam); 4. Mark Easley (Yam); 5. Chris Craft (Yam); 6. Mark Traversy (Yam); 7. Barry Weinberger (Hon); 8. Doug Roland (Hon); 9. Hoot Parker (Kaw); 10. Roger Ewing (Kaw); 11. Mark Hulsey (Suz); 12. Kevin Hornick (Hon); 13. David Redmond (Hon); 14. Ray Michell (KTM); 15. John Rickel (Suz); 16. Jeff Schwirtz (Hon).
Time: 6:42.27.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Jeff Emig (Yam); 4. Michael Craig (Yam); 5. Jeff Stanton (Hon); 6. Steve Lamson (Hon); 7. Larry Ward (Yam); 8. Brian Swink (Suz); 9. Cliff Palmer (KTM); 10. Larry Brooks (Yam); 11. Erik Kehoe (Hon); 12. Doug Henry (Hon); 13. Jeromy Buehl (Yam); 14. Denny Stephenson (Suz); 15. Mike Kiedrowski (Kaw); 16. Jeff Matiasevich (Yam); 17. Dag Boyesen (Yam); 18. Kevin Crine (Hon); 19. Kyle Lewis (Yam); 20. Todd Dowms (Hon).
Time: 19:55.05.

250 AMA CAMEL SUPERCROSS SERIES C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. Jeremy McGrath (50/2 wins); 2. Mike LaRocco (44); 3. Jeff Stanton (36); 4. Jeff Emig (34); 5. Michael Craig (33); 6. Steve Lamson (31); 7. Doug Henry (27); 8. Brian Swink (25); 9. Cliff Palmer (23); 10. Larry Brooks (19); 11. Erik Kehoe (19); 12. Mike Kiedrowski (19); 13. Larry Ward (18); 14. Jeff Matiasevich (15); 15. Jeromy Buehl (14); 16. Denny Stephensopn (12); 17. Kyle Lewis (9); 18. Dag Boyesen (4); 19. (TIE) Keith Johnson/Kevin Crine (3).

125 HEAT 1 (20 riders, 6 laps, top 9 transfer): 1. Damon Huffman (Suz); 2. Ryan Hughes (Kaw); 3. Pedro Gonzalez (Kaw); 4. Mike Metzger (Yam); 5. Travis Hodges (Kaw); 6. Craig Decker (Hon); 7. Kevin Crine (Hon); 8. Cory Keeney (Kaw); 9. Steve Andrich (Suz); 10. Danny Ulven (Kaw); 11. John Dowd (Yam); 12. Brian Deegan (Kaw); 13. Josh Steel (Suz); 14. Jeff Dement (Yam); 15. Chris Brown (Suz); 16. Derek Natvig (Kaw); 17. Clint Latham (Hon); 18. Forrest Transue (Hon); 19. Lance Moural (Hon); 20. James Dobb (Kaw).
Time: 6 minutes, 21.86 seconds.

125 HEAT 2 (20 riders, 6 laps, top 9 to feature): 1. Ezra Lusk (Suz); 2. Jimmy Button (Suz); 3. Tim Ferry (Hon); 4. Mike Brown (Hon); 5. David Pingree (Suz); 6. Robbie Reynard (Kaw); 7. Don Upton (Yam); 8. Larry Linkogle (Hon); 9. Nathan Ramsey (Yam); 10. Erik Anderson (Suz); 11. Scott Sheak (Yam); 12. Ty Birdwell (Hon); 13. Tony Amaradio (Kaw); 14. Jack Brassfield (Hon) 15. Matt Shue (Hon); 16. Chad Lough (Suz); 17. Chad Pederson (Yam); 18. Axel Holvoet (Yam); 19. Doug Dehaan (Suz); 20. Jason Krempin (Hon).
Time: 6:12.99.

125 LCQ (20 riders, 4 laps, top 4 transfer): 1. Jeff Dement (Yam); 2. Chad Pederson (Yam); 3. Chad Lough (Suz); 4. Brian Deegan (Kaw); 5. Axel Holvoet (Yam); 6. Tony Amaradio (Kaw); 7. Danny Ulven (Kaw); 8. Lance Moural (Hon); 9. Matt Shue (Hon); 10. Josh Steel (Suz); 11. Chris Brown (Suz); 12. Erik Anderson (Suz); 13. Scott Sheak (Yam); 14. Jack Brassfield (Hon); 15. Derek Natvig (Kaw); 16. Clint Latham (Hon); 17. Doug Deehan (Suz); 18. Ty Birdwell (Hon); 19. Forrest Transue (Hon); 20. John Dowd (Yam).
Time: 4:12.95.

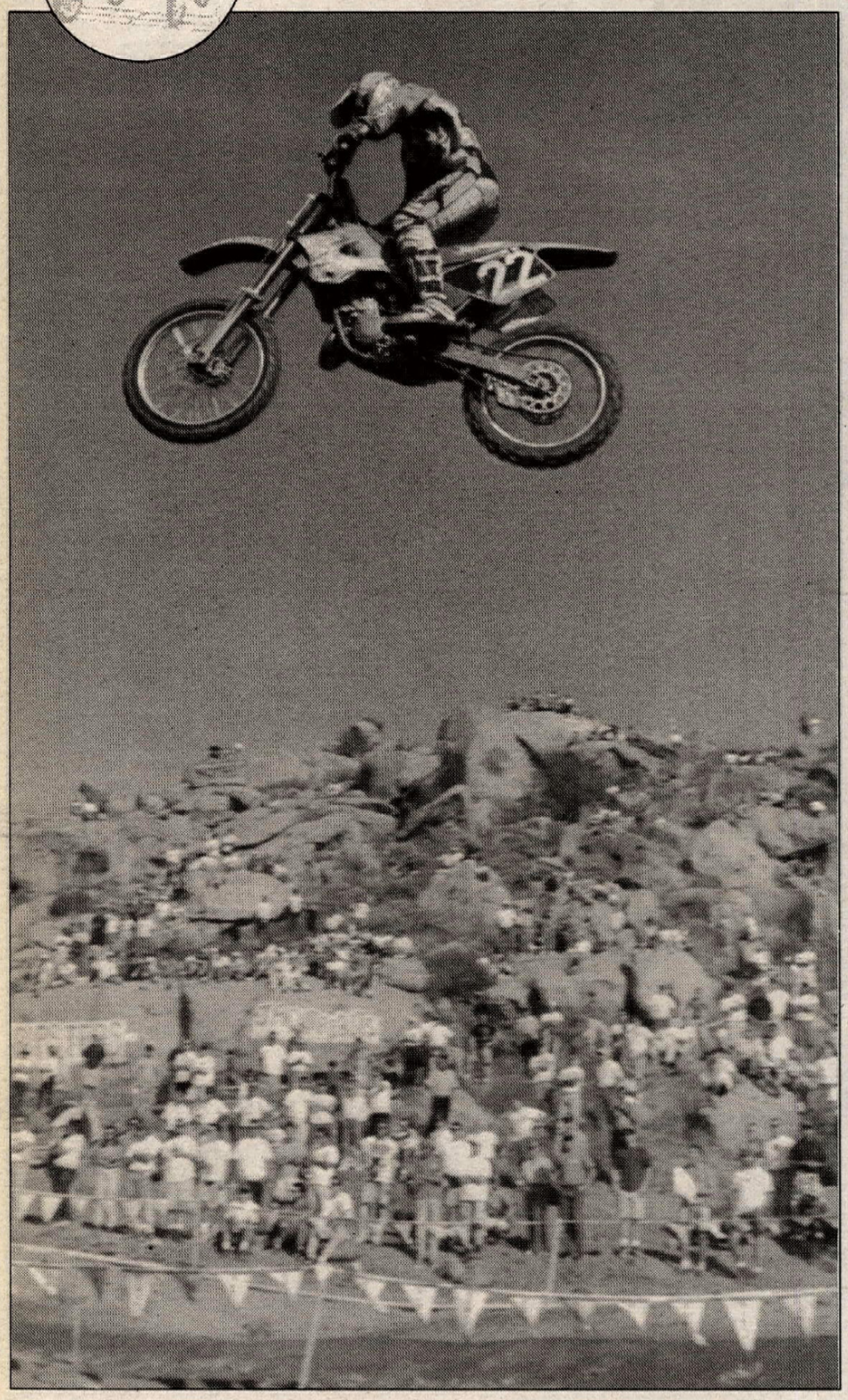
125 MAIN (20 riders, 15 laps): 1. Ezra Lusk (Suz); 2. Jimmy Button (Suz); 3. Damon Huffman (Suz); 4. Ryan Hughes (Kaw); 5. Tim Ferry (Hon); 6. Pedro Gonzalez (Kaw); 7. Mike Metzger (Yam); 8. Mike Brown (Hon); 9. Craig Decker (Hon); 10. Chad Pederson (Yam); 11. David Pingree (Yam); 12. Travis Hodges (Kaw); 13. Robbie Reynard (Kaw); 14. Jeff Dement (Yam); 15. Donald Upton (Yam); 16. Nathan Ramsey (Yam); 17. Chad Lough (Suz); 18. Kevin Crine (Hon); 19. Steve Andrich (Suz); 20. Cory Keeney (Kaw).

125cc EASTERN REGIONAL CHAMPIONSHIP POINT STANDINGS (After 2 of 10 rounds): 1. Ezra Lusk (50/2 wins); 2. Jimmy Button (44); 3. Tim Ferry (36); 4. (TIE) Chad Pederson/Mike Brown (27); 6. Robbie Reynard (26); 7. Jeff Dement (22); 8. Jeff Curry (13); 9. Joshua Latina (12); 10. (TIE) Jim Chester/Kevin Crine (11).

125cc WESTERN REGIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 8 rounds): 1. Damon Huffman (20); 2. Ryan Hughes (18); 3. Pedro Gonzalez (15); 4. Mike Metzger (14); 5. Craig Decker (12); 6. David Pingree (10); 7. Travis Hodges (9); 8. Donald Upton (6); 9. Steve Andrich (2); 10. Cory Keeney (1).

Upcoming Rounds:
Round 3 - Anaheim, California, January 22
Round 4 - San Diego, California, February 5

Round 2: Perris Raceway



(Left) Ryan Hughes handily won every moto that he competed in, sweeping the 125 and 250cc Pro classes. (Above) Hughes' Splitfire/Hot Wheels/Pro Circuit/Kawasaki teammate, James Dobb, finished second in both classes. (Right) Two-time World Champion Donny Schmit posted several strong moto finishes. Schmit has been racing at Perris in preparation for the upcoming 250cc World Championship MX Series. (Below) Donald Upton (59) looked strong at the start of each moto, but eventually dropped off the leaders' pace.

Hughes shakes it up at Perris

By Tony Alessi

PERRIS, CA, JAN. 16

Only one day before a devastating 6.6 earthquake rocked through Southern California, "Rockin'" Ryan Hughes shook up the Pro classes at round two of the GFI Winter Series, held at Perris Raceway. Hughes decimated the competition in the 125 and 250cc Pro classes with an impressive four-moto sweep aboard his Team Splitfire/Hot Wheels/Pro Circuit/Kawasaki machines.

Hughes' day began on a sour note when he ran into the back of another rider at the start of the first 125cc Pro moto. Hughes went down, and without hesitation picked himself up and carved a straight path towards the leaders.

Hughes rounded the first lap in 13th, while Bobby Moore, Greg Schnell, Don Upton, Donny Schmit and James Dobb scrambled for position at the front of the pack. Schmit was the first to strike, and moved past his rivals to take control of the lead. Once into first, Schmit pinned his Chesterfield Yamaha and began to open a small lead over Moore. Upton began to slide backwards when Mike Metzger powered his NCY Yamaha into fourth and began to work on Dobb for third.

But just as Metzger began to pressure Dobb, Hughes came out of nowhere and gobbled up both Metzger and Dobb in one fell swoop. This whet Hughes' appetite, and he went on to devour the rest of the pack with relative ease. Hughes took over the lead with little resistance from Schmit and began to pull away. Hughes styled for the crowd over every jump and greeted the checkers well ahead of Schmit, Moore, Dobb and Schnell.

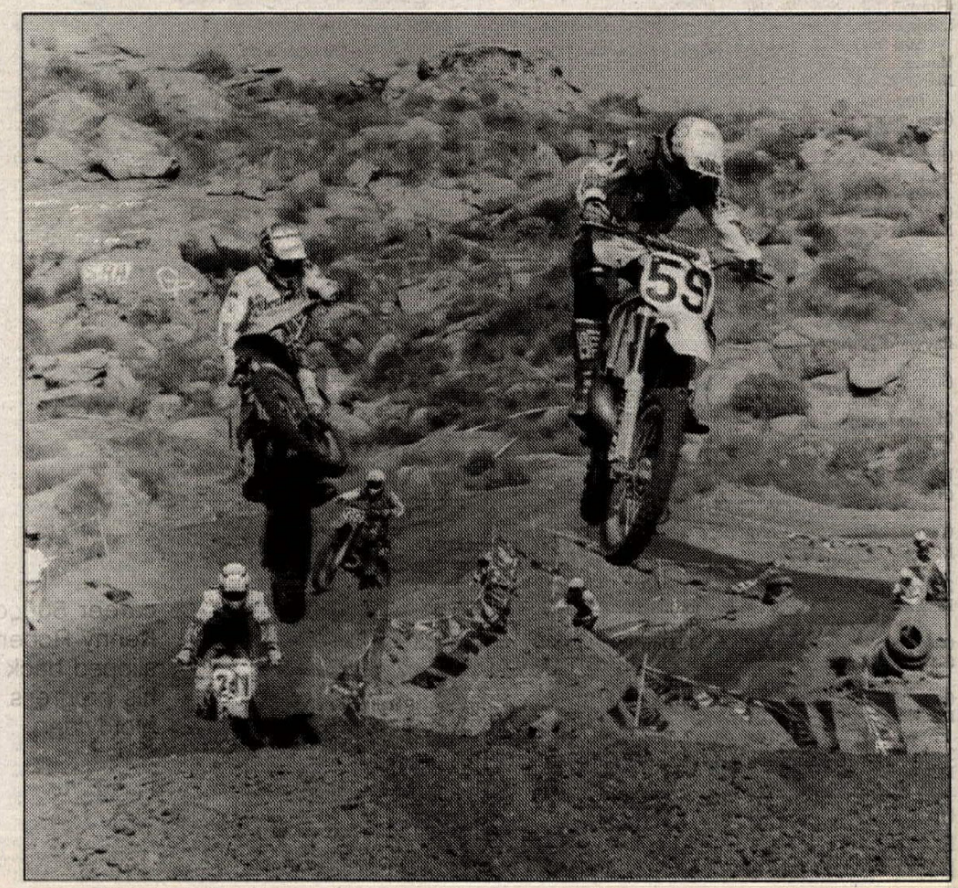
Moto two saw Hughes in control of the lead by the completion of the first lap, and he continued to stretch his lead throughout the remainder of the 10-lap moto. Dobb held down second, ahead of Moore, Schmit and Bader Manneh.

Hughes returned for a piece of cake in the 250cc Pro class, and rode circles around the competition as he posted a double-moto massacre. Dobb and Schmit traded positions in each moto with Dobb getting the nod for the runner-up spot.

Metzger showed a hint of brilliance by jumping a huge 90-foot double en route to fourth overall ahead of Mike Chamberlain, Manneh and Yamm Glieddard. CN

Perris Raceway
Perris, California
Results: January 16, 1994 (Round 2 of 6)

P/W BEG DIV 1: 1. Phillip Bruscella (Yam): 2.



Patrick Walsh (Yam); 3. James Wood (Yam); 4. Jonathon Morgan (Yam); 5. Bryan Brimhall (Yam).

P/W BEG DIV 2: 1. Tony Erb (Yam): 2. Ryan Piattoni (Yam); 3. Michael Parker (Yam); 4. Chad Wicketts (Yam); 5. Biji Bohrer (Yam).

P/W STK NOV: 1. Carlos Gonzales (Yam); 2. Aron Tomota (Yam); 3. Patrick Walsh (Yam); 4. Justin Eckenroad (Yam); 5. Jeff Alessi (Yam).

50 STK EX: 1. Mike Alessi (Yam).

P/W S/STK NOV DIV 1: 1. Chris Candillo (Yam); 2. Casey Swift (Yam); 3. Brian Thomason (Yam); 4. Giovanni Filipone (Yam); 5. Gregory Jones (Yam).

P/W STK NOV DIV 2: 1. Kyle Foltz (Yam); 2. Shay Weaver (Yam); 3. Donald Chollar (Yam); 4. Brian Thornton (Yam); 5. Randy Renshaw (Yam).

P/W S/STK EX: 1. Daniel Taft (Yam); 2. Mike Alessi (Yam); 3. Chad Munn (Yam); 4. Ryan Beat (Yam); 5. Tommy Cochran (Yam).

P/W MOD NOV: 1. Giovanni Filipone (Yam); 2. Brody Boling (Yam); 3. Derek Bollman (Yam); 4. Jeff Alessi (Yam); 5. Dallas Peick (Yam).

P/W MOD EX: 1. Daniel Taft (Yam); 2. Chad Munn (Yam); 3. Mike Alessi (Yam); 4. Tommy Cochran (Yam).

60 BEG DIV 1: 1. Chad Robbins (Kaw); 2. Dustin Good (Kaw); 3. Jesse Mock (Kaw); 4. Derrick McClintock (Kaw); 5. Scott Simon (Kaw).

60 BEG DIV 2: 1. Brock Bolling (Kaw); 2. Tyson Davis (Kaw); 3. Daniel Taft (kaw); 4. Bryan Matthews (Kaw); 5. Kane Thomspon (Kaw).

60 NOV: 1. Dustin Watson (Kaw); 2. Johner Faulkner (Kaw); 3. Jesus Casillas (Kaw); 4. Jason Ciarletta (Kaw); 5. Anthony Bruscella (Kaw).

80 F/T: 1. Sean Moore (Kaw); 2. George Reynoso (Kaw); 3. Jasmine Reid (Yam); 4. Kane Thomspn (Yam); 5. Chad Robbins (Kaw).

80 BEG DIV 1: 1. Shane Bess (Suz); 2. Dustin Ryley (Yam); 3. David McFarland (Hon); 4. Chris Panek (Yam); 5. John Sanders (Suz).

80 BEG DIV 2: 1. Brian Winburn (Yam); 2. Terry Stanton (Suz); 3. Dustin Mahaffey (Hon); 4. Tyson Talkington (Yam).

80 NOV: 1. George Hammel (Suz); 2. Dusty Walters (Yam); 3. Levi Reid (Yam); 4. Andreu Labrador (Suz); 5. Noah Adams (Yam).

125 BEG DIV 1: 1. Mark Stuen (Kaw); 2. Steve Mansfield (Suz); 3. Josh Carter (Yam); 4. Mike Steinhoff (Yam); 5. Colin Eberly (Hon).

125 BEG DIV 2: 1. Keith Muraoka (Yam); 2. Jeff Taylor (Hon); 3. Justin Turner (Kaw); 4. Bob Woolsey (Suz); 5. R.C. Colton (Kaw).

125 NOV DIV 1: 1. Cindy Cole (Kaw); 2. Ricky Richards (Kaw); 3. Cory Seivers (Suz); 4. Josh Amaradio (Kaw); 5. Roger Leu (Yam).

125 NOV DIV 2: 1. Danny Montoya (Suz); 2. Pat Carson (Kaw); 3. Jason Padilla (Suz); 4. Mike Goldstein (Hon); 5. Richie Horton (Kaw).

125 INT: 1. Ty Kady (Suz); 2. Eric Wright (Suz); 3. Joe Ryan (Suz); 4. Jason Matthews (Suz); 5. Eric Schnell (Suz).

125 PRO: 1. Ryan Hughes (Kaw); 2. James Dobb (Kaw); 3. Bob Moore (Yam); 4. Donny Schmit (Yam); 5. Don Upton (Yam).

250 BEG DIV 1: 1. Skip Edwards (Suz); 2. Tom Butler (Yam); 3. Dominic Gaytan (Yam); 4. Axel Minich (Kaw); 5. Ryan Banford (Hon).

250 BEG DIV 2: 1. Glenn Cunningham (Hon); 2. Wesley Turner (Suz); 3. Jerry Copeland (Hon); 4. Jason Bracamonte (Yam); 5. Tomita Acekay (Suz).

250 NOV DIV 1: 1. James Kuntz (Yam); 2. Eric Martin (Yam); 3. Anthony Hadsall (Hon); 4. Victor Sheldon (Yam); 5. Frankie MeCono (Suz).

250 NOV DIV 2: 1. Keith Loonsfoot (Kaw); 2. Miller Scott (Hon); 3. Ricardo Silva (Suz); 4. David Queyrel (Hon); 5. Willi Zarth (KTM).

250 INT: 1. Ty Kady (Suz); 2. Tyler King (Kaw); 3. Todd Mitchell (Suz); 4. Joe Ryan (Suz); 5. Eric Wright (Suz).

250 PRO: 1. Ryan Hughes (Kaw); 2. James Dobb (Kaw); 3. Donny Schmit (Yam); 4. Mike Metzger (Yam); 5. Mike Chamberlain (Kaw).

500 BEG: 1. Colin Yates (ATK); 2. Steve Kruhl (Hon); 3. John Navarro (Hon); 4. Ryan Grooman (Kaw); 5. Eric Duckro (Hon).

500 NOV: 1. Scott Marlow (Kaw); 2. Mike Maniscalchi (Kaw); 3. Henry Kokosenski (Hon); 4. Jon Nixon (Kaw).

500 INT: 1. Bobby Hubbard (Hon); 2. Carl Gazafy (Hon).

500 PRO: 1. Terry Fowler (Hon); 2. Willy Musgrave (Hon); 3. Gregg Young (Hon); 4. Robert Weber (Hon); 5. Joe Tuttobene (Kaw).

25+ AM: 1. Chris Murphy (Hon); 2. Victor Sheldon (Yam); 3. Eric Martin (Yam); 4. Todd Broussard (Suz); 5. Mike McGuire (Hon)

25+ MSTR: 1. Lance Johnson (Yam); 2. Ron Gilbert (Yam); 3. Chris Radzinski (Yam); 4. Bryan Emig (Yam); 5. Mike Hooker (Kaw).

30+ AM DIV 1: 1. Tim Mitchell (Yam); 2. James DeRidder (Yam); 3. Steven Lawler (Yam); 4. Greg Hayward (Yam); 5. Chris Craft (Yam).

30+ AM DIV 2: 1. Bill Reimer (Yam); 2. Mitch Davis (Suz); 3. Hersch Temekins (Hon).

30+ PRO: 1. Alan Dyck (Yam); 2. Willy Musgrave (Hon); 3. Mike Beier (Kaw); 4. Pete Murray (Suz); 5. Gary Jones (Yam).

30+ MSTR: 1. Rod Richardson (Yam); 2. Larry Baker (Yam); 3. Kenny Zahrt (Yam); 4. Scott Wilkinson (Hon); 5. Eric Beingesser (Yam).

35+ AM: 1. Skid Rowe (Hon); 2. Steve Fortune (Yam); 3. Jeff Gianni (Suz); 4. Brad Sloan (Hon); 5. Lee Johnson (Hon).

35+ MSTR: 1. Rod Richardson (Yam); 2. Kenny Zahrt (Yam); 3. Brent Wallingsford (Kaw); 4. Rick Richards (Kaw); 5. Jim Hanson (Hon).

40+ AM: 1. W.G. Wilson (Suz); 2. Wayne Cary (Yam); 3. Lee Johnson (Yam); 4. Don Wallingsford (Kaw); 5. Bill Carr (Yam).

40+ MSTR: 1. Gary Jones (Yam); 2. Gary Doggett (Hon); 3. Carl Gazafy (Hon); 4. Patrick Flynn (Kaw); 5. Dave Jacobus (Yam).

50+ AM: 1. Rob Morel (Yam); 2. Terry Macrae (Suz); 3. Carl Carmichael (Suz); 5. Danny Canada (Hon); 5. Billy Justice (Yam).

Upcoming Rounds:
Round 3 - San Bernardino, CA., January 23
Round 4 - Temecula, CA., February 13

NEW VIDEO RELEASES

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"1993 FIM WORLD CHAMPIONSHIP GP SERIES"

1993 Japanese Road Racing Grand Prix

(#80D) Defending 3-time World Champion Wayne Rainey won a classic duel at the Suzuka circuit with Suzuki's Kevin Schwantz. The lead changed constantly in the 21-lap, 76-mile race with Rainey finally getting ahead with two laps remaining to take his 22nd career 500cc GP win, putting him equal with Team Marlboro Roberts Yamaha owner Kenny Roberts on the all-time GP win list. Schwantz, who qualified on the pole position, slipped back to fourth with only a handful of laps remaining, while lapped traffic hindered his progress as he came up just short of Rainey at the checkered flag. 55 minutes from Motovideo.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

Rounds 5-6: Lazy E Arena

Whitley, Latham round up wins

PHOTO BY CHRIS JONNUM

PHOTO BY TEX-MX NEWS

(Above) Grayson Goodman turned in a trio of second-place finishes before finally posting a win in Saturday's 250cc main event. (Below) Terry Tinney made the top five in three out of four main events. A capacity crowd turned out for Saturday evening's program.

By Kat Spann

GUTHRIE, OK, JAN. 14-15

Billy Whitley claimed the main event wins in Friday night's 125 and 250cc Pro classes at the fifth round of the AMA ProLite National Arenacross Series at the Lazy E Arena, then went on to top the Rad 'n Bad Dash for Cash as well. Clint Latham nearly executed a similar performance at Saturday's sixth round, winning the 125cc Pro main and the $1000 Dash for Cash, but a miscue over a 70-foot double gave the 250cc victory to Grayson Goodman.

A record crowd turned out for Saturday night's Mike Kidd-promoted event. The Mike Lambert-designed track used nearly every square inch of available space in the large arena, and two sets of doubles had the pros soaring nearly to the ceiling. Abundant rockers, whoops, stutter bumps, tabletops and turns kept things interesting.

The Tucker-Rocky/MSR/LCS/CTi/Smith/Tuf/Works/J&M Racing/FMF-sponsored Whitley began things right by dominating Friday evening's 125 and 250cc heat races. He and Terry Tinney then jumped out in front of the 125cc main, with the pro field charging after. The red flag came out after five laps when Jason Krempin went down in a whoop section. After Krempin was helped off the track, a staggered restart had Whitley in front, followed by Jason Edwards, who soon flew by Whitley for the lead.

"My goggles fogged up while waiting for the rest of the riders to line up, so when the starter waved the flag I could hardly see anything but Jason flying by me," said Whitley. Edwards couldn't hold Whitley off for long, though; he recaptured the lead in the long whoops section and settled out front. For two laps, LCS/AXO/Oakley/Jeff Long/N-Style-sponsored Goodman rode behind Edwards in third, but he passed for second down the start straight. Doug Stone also chased Edwards down to finish in third behind Whitley and Goodman.

Whitley returned primed and ready for the 250cc main event, and it was a night for Hondas as Goodman and Tinney shared the holeshot, with Latham also in the hunt. Whitley blasted up from behind, overtaking both Tinney and Latham and setting out after Goodman. It took Whitley less than two laps before he powered by Goodman with a smooth inside line into the whoops. From that point on, Whitley paced himself all the way to the win, with Goodman claiming second spot. A race for third raged between Latham, Tinney and Roy Schellenberger, with the three swapping positions several times. Tinney secured the position on the final lap and held it to the checkered flag.

In the Dash for Cash, which included the racers with the six fastest lap times during the 250cc heat races, Whitley put the icing on the cake with another win.

Miles of traffic poured towards the packed arena for Saturday night's racing action, and Brad Woolsey got them on their feet as he holeshot the first 125cc heat race. John Hedden and Schellenberger crashed in the whoops early in the first lap, which allowed young Jack Brassfield to take the number-two spot. Goodman followed in third, then passed Brassfield on lap two and began to reel in the leading Woolsey. Goodman took charge at the white flag, and Woolsey and Brassfield followed the more experienced rider past the checkers.

"Last weekend I thought I was placed in the heat races with the big guns on purpose," said Brassfield. "It was unbelievable that I could qualify for the main against such talent! This is the ultimate!"

Chris Daubitz earned his spot in the main by winning the third heat, after battling with Whitley, Edwards and Kaylom Young. Whitley was leading when he crashed hard over the triples and was taken to the hospital, possibly with broken ribs.

With Whitley out of the picture, the 125cc main was wide open for the other riders. Team Texas/Fox-backed Latham holeshot ahead of Doug Stone and Goodman. Goodman charged by Stone through the whoops in lap two, but Latham had built up a considerable advantage and couldn't be chased down before the finish.

"Actually, I felt really confident tonight after my performance last night," said Latham. "I really felt good in practice, so I was stoked for the main. I hate to see Billy get hurt. He was a trainer when I rode 60s, so just being on the same gate with him and the rest of these pros is mind-boggling!"

The Dash for Cash brought out some of the best racing of the evening, as six racers lined up to do battle. Goodman holeshot the four-lap race with Tinney in second. Fired-up after his 125cc victory, Latham made an unbelievable move at the end of the first lap, blasting off the first of three jumps at the finish line and flying past Tinney in a triple jump that no one else attempted all night. Latham chased down the leading Goodman and repeated his daring move to shoot into the lead, but Goodman was able to recover the point in the next corner. As the white flag came out, both Goodman and Latham cannoned off a triple, but Goodman came up slightly short, while Latham landed perfectly and raced to the win and the money.

Latham went into the 250cc main event with a triple-header in mind, eager to imitate Whitley's feat of the previous night. Goodman and Latham shared the holeshot in the 10-lap race, but Goodman held down the lead out of turn one. Latham shot off the big double and landed with his foot off the peg, straining his knee and allowing Stone and Tinney to slip by. Tinney passed Stone over the second double near the end of lap five, and Trey Owens rode out of nowhere to pass Stone as well. Schellenberger cruised up into fourth and blasted his way past Owens on lap eight, intent on catching Tinney, then passed him in the whoops when Tinney got a little sideways and faltered. Owens moved in next for his attack on Tinney, and took over third at the checkered flag. Goodman was ahead of Schellenberger for the win.

"I was running in second behind Grayson, but when I made that mistake, it made me think of Billy, and I just couldn't shake it," said Tinney, who is close friends with Whitley.

"I think I'm both physically and mentally prepared to race this series and the supercross series," said Goodman. "I'm looking for sponsorship next year."

"I've been working out and sticking with it," said Schellenberger. "I was kind of scared at the beginning of the series, due to some injuries I got a few years back, but I'm overcoming that and riding good." CN

Lazy E Arena
Guthrie, Oklahoma
Results: January 14-15 (Rounds 5-6 of 16)

FRIDAY

125: 1. Billy Whitley (Hon); 2. Grayson Goodman (Hon); 3. Doug Stone (Kaw); 4. Trey Owens (Yam); 5. Terry Tinney (Hon).

250: 1. Billy Whitley (Hon); 2. Grayson Goodman (Hon); 3. Terry Tinney (Hon); 4. Roy Schellenberger (Kaw); 5. Shawn Morgan (Kaw).

50: 1. Theron Cook (Yam); 2. Cody Dickey (Yam); 3. Dustin Jones (Yam); 4. Larry Klinger (Yam); 5. Randy Childers (Yam).

SATURDAY

125: 1. Clint Latham (Hon); 2. Grayson Goodman (Hon); 3. Shawn Morgan (Kaw); 4. Doug Stone (Kaw); 5. Jason Edwards (Hon).

250: 1. Grayson Goodman (Hon); 2. Roy Schellenberger (Kaw); 3. Trey Owens (Yam); 4. Terry Tinney (Hon); 5. Doug Stone (Kaw).

50: 1. Cody Dickey (Yam); 2. Theron Cook (Yam); 3. Dustin Cook (Yam); 4. Larry Klinger (Yam); 5. Zach Tate (Itj).

Upcoming Rounds:
Rounds 6-7: Topeka, Kansas, January 21-23
Rounds 8-9: Lincoln, Nebraska, February 4-6

NEW PRODUCTS

INSTANT REFLEX
The N-Style **Reflexes of a Champion T-Shirt** boasts a full-color, front-and-back design featuring the nation's hottest supercross and motocross riders. Printed on a heavy-duty white 100% cotton tee, the shirt is available in sizes S-XL and costs $16.95. For more information contact N-Style, Dept. CN, 27811 Avenue Hopkins #2, Dept. CN, Valencia, CA 91355, 805/294-1118.

SX STYLE
Yamaha has introduced their line of SX-1 motocross gear. The **SX-1 motocross jersey** incorporates a 50/50 poly-cotton blend that boasts Yamaha's exclusive SX-1 graphics. The jersey is available in white only. The **SX-1 motocross pants** are triple-stitched of 420 Denier nylon with Clarino knees and are available in red/yellow/purple only with the same SX-1 graphics found on the jersey. All Yamaha SX-1 gear can be purchased in a variety of youth and adult sizes with prices starting at $16.95 for the jersey and $69.95 for the pants. For more information contact your local Yamaha dealer. CN

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Honda, Suzuki Contingency

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"1993 FIM WORLD CHAMPIONSHIP GP SERIES"

1993 Spanish Road Racing Grand Prix

(#82D) Lucky Strike Suzuki's Kevin Schwantz moved to within 4 points of '93 points leader Wayne Rainey as the two riders faced off in another exciting 1993 GP race. Schwantz took over the lead in the closing stages of the race when his teammate Alex Barros crashed while leading. This was the second win of the season for Schwantz, as he topped Rainey by 1.88 seconds after 74 miles of racing at the Jerez circuit.

55 minutes from Motovideo.

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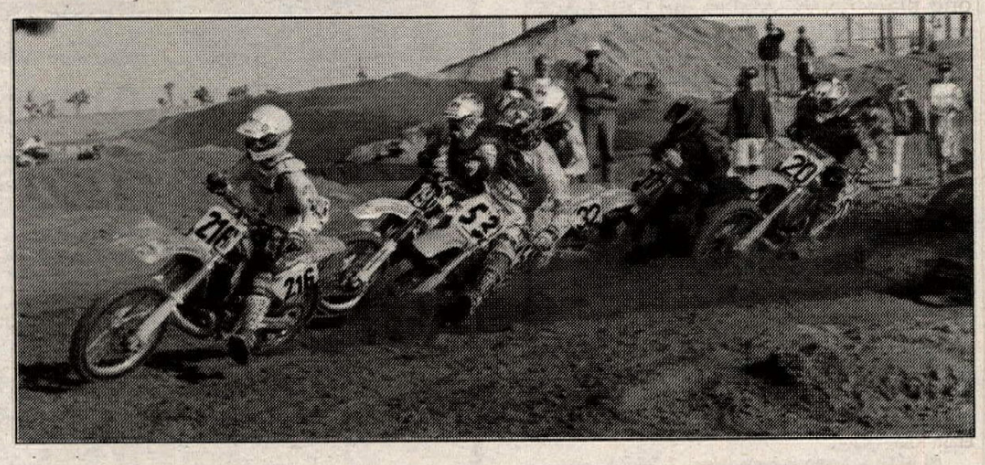
Round 2: Sunrise Valley Raceway

Huffman hammers 'em at Sunrise



(Top) Holeshot artist Terry Parsons (1P) led Damon Huffman (20) at the start of the first 250cc Pro moto. (Left) Huffman was untouchable in both 250cc Pro class motos, and also scored the 125cc Pro class win with strong 2-1 finishes. (Above) Jeff Willoh (216) smoked to the 250cc Intermediate class win. Travis Preston (19T) finished second overall.

By Scott Hoffman

ADELANTO, CA. JAN. 16

Team Suzuki's teen sensation, Damon Huffman, dazzled the crowd and the competition en route to winning the 125 and 250cc Pro classes during round two of the CMC's FMF Golden State Nationals, held at Sunrise Valley Raceway.

Huffman used the race to prepare for the upcoming 125cc Western Regional Supercross Series, and left with a bundle of confidence. Huffman was untouchable aboard his Answer/Cycle Engineering/Shoei-sponsored factory Suzukis.

In the first 125cc Pro class moto, Huffman won the drag race to the first turn while round one's class winner, Terry Parsons, was second followed by Jimmy Lavorci and David Pingree. Rounding the first turn, Parsons drifted wide allowing Lavorci to squeeze by for second. Two turns later, Pingree moved up to third, dropping Parsons back to fourth. Pingree maintained his charge by snatching the runner-up spot away from Lavorci while still on the opening lap.

Up front, Huffman started to pull away and began to put on an aerial show for the crowd. But Huffman's antics got the best of him and he bailed going into the whoops.

"I tried something new - triple, triple, double, but I didn't make it past the first set of triples," said Huffman.

With Huffman picking himself up off the ground, Suzuki support rider Pingree graciously took over the lead spot. Huffman had fallen back to fourth, but quickly picked up the pace where he'd left off. Pingree started to put some distance on the pack, while Huffman tried to close the gap. Huffman's charge to the front first involved picking off Parsons and Lavorci. With a clear track in sight, Huffman then tried to descend on the leader, but Pingree rode smoothly to maintain the lead.

"I kept an eye on him (Huffman) so I could keep some distance," said Pingree. Every time Huffman started to get close, Pingree just picked up the pace.

While Huffman tried to close in on Pingree, a duel for the third spot erupted. Parsons and Lavorci went back and forth, lap after lap, until Parsons finally got the best of him. "We tangled on the last lap and I got by," Parsons replied. At the finish Huffman had to settle for second as Pingree fended off his charge. Parsons held third with Lavorci and Lance Smail trailing.

In the second moto, Smail nailed the holeshot followed by Hugo Carmona and Huffman. Huffman wasted little time as he easily motored into the lead. Smail held onto second as Shane Trittler, Pingree and Lavorci quickly dropped Carmona back into the pack. As the second lap wore on, positions were swapped as Pingree started to make his move to the front. Pingree moved into third behind Smail, while Lavorci dropped Trittler another spot to fifth.

Up front, Huffman wouldn't make the same mistake he'd made in the first moto and he pulled away from the field. Pingree pulled in on Smail's rear fender and started to breath down his neck, but Smail held off the charge for a lap until Pingree out-powered him down the back straight. With two laps remaining, Pingree established a cushion between second and third and Smail was left to fend off a charge by Lavorci, who closed the gap and dropped Smail one more position.

When it was all over, Huffman had regained his status while Pingree put in a great ride for the second spot. Lavorci and Smail finished third and fourth.

In the 250cc Pro class, it was all Huffman as he won both motos without resistance. Pingree made it a Suzuki sweep by grabbing the runner-up spot in both motos.

In the first race, Huffman quickly jumped into the lead followed by Parsons, Smail and Pingree. Smail moved into the second spot, leaving Parsons and Pingree to fight over third. Parsons lost - crashing after a brief duel with Pingree.

"I went to pass Pingree, but I went to the inside and went off the jump sideways," said Parsons.

Pingree took over third and reeled in Smail for the kill, then motored past Smail to take second. At the finish, the order had not changed: Huffman, Pingree and Smail.

In the second moto, Huffman again pulled into the lead and left Parsons and Pingree to fight over second. Pingree gated poorly and had to work his way up. He swiftly started picking off riders and by the fourth lap moved past Parsons into second. As the flag flew at the finish the order remained the same.

In the Pee Wee Modified class, Ronnie Gamble scored back-to-back moto wins to take the overall. In the first moto, Anthony Houser landed the early lead as Chris Nihan and Gamble followed. Houser was on the gas and instantly made a move on the leaders. Gamble first dropped Nihan back and then went after Houser. Before the end of the first lap, Gamble took over the lead and walked away. Nihan fell back one more position when Sean Collier made a move on the last lap.

In moto two, Nihan grabbed the early lead as Gamble and Houser trailed. Nihan held onto the lead for the opening lap, but relinquished it when Gamble roosted him soon after. Gamble took off for the win as Nihan rode a strong race to hold onto second in front of Houser.

For the second week in a row, Jimmy Deever took his John Burr Honda to the winner's circle in the 125cc Junior class. Deever fought hard for his victory, working his way up from a poor start in the first moto to take the win.

Guy Giffin led the early portion of the first moto before going down hard. Deever was right there to take over the lead, and took the win in the first moto, followed by Shawn O'Brien and Casey Lytle.

In the second moto it was Lytle with the lead as a somewhat-recovered Giffin and Deever followed. Lytle held the lead as Deever worked on Giffin, who started to fade back as the pressure built. Deever popped into second, while Terrence Malan had worked his way up to third after a poor start. At the finish Lytle held on for the win, but Deever received the overall with a strong second place finish. Malan and Cliff Cook crossed the line in third and fourth spots. CN

Sunrise Valley Raceway
Adelanto, California
Results: January 16, 1994 (Round 2 of 4)

P/W BEG: 1. Chris Blose (Yam); 2. Cory Burns (Yam); 3. Dillon Hume (Yam); 4. Mark Atkins (Yam); 5. Ricky Henne (Yam).

P/W JR: 1. Chris Nihan (Yam); 2. Kyle Partridge (Yam); 3. Sean Collier (Yam); 4. Ricky West (Yam); 5. Buck Gulley (Yam).

P/W Mod: 1. Ronnie Gamble Jr (Yam); 2. Anthony Houser (Yam); 3. Chris Nihan (Yam); 4. Sean Collier (Yam); 5. Buck Gulley (Yam).

60 (0-8): 1. Kyle Partridge (Kaw); 2. Scott Howe (Kaw); 3. Daryl Ecklund (Kaw); 4. Cale Wallace (Kaw); 5. Anthony Houser (Kaw).

60 (9-11): 1. Christopher Tocco (CEF); 2. Dylan Lord (Kaw); 3. Austin Jones (Kaw); 4. Kevin Roberts (Kaw); 5. Emitt Kling (Kaw).

80 BEG: 1. Kevin Roberts (Hon); 2. John Granlund (Yam); 3. Scott Howe (Suz); 4. George Lamonte (Suz); 5. Jason Clark (Suz).

80 (9-11): 1. Bryan McGavran (Yam); 2. Bobby Bonds (Kaw); 3. Bryan Jaramillo (Kaw); 4. Chris Tocco (Suz); 5, Emitt Kling (Kaw).

80 (12-16): 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Andy Harrington (Kaw); 4. Doug Parsons (Suz); 5. Jimmy Varis (Suz).

80 B/W: 1. Westly Vaughn (Kaw).

125 BEG DIV 1: 1. Robert Slovacek (Yam); 2. Chan Cook (Kaw); 3. Richard Kingham (Kaw); 4. Kevin Taylor (Suz); 5. Matt Tittlemia (Yam).

125 BEG DIV 2: 1. Mike Cinqumars (Hon); 2. Judd Scanlan (Yam); 3. Dennis Wooward (Suz); 4. Adam Pierce (Kaw); 5. Brian Ferrell (Suz).

125 JR : 1. Jimmy Deever (Hon); 2. Casey Lytle (Hon); 3. Glen Branson (Suz); 4. Josh Williams (Hon); 5. Shawn O'Brien (Suz).

125 INT: 1. Jeff Willoh (Kaw); 2. Dustin Nelson (Kaw); 3. Angelo Ingrande (Hon); 4. Travis Preston (Yam); 5. Turtle Wiloff (Hon).

125 PRO: 1. Damon Huffman (Suz); 2. David Pingree (Suz); 3. Jimmy Lavorci (Kaw); 4. Terry Parsons (Kaw); 5. Lance Smail (Hon).

250 BEG: 1. Judd Scanlan (Yam); 2. Cory Hudson (Suz); 3. Chris Smith (Hon); 4. Cameron Crawn (Kaw); 5. Eddie Legliv (Kaw).

250 JR: 1. Jimmy Deever (Hon); 2. Danny Wooward (Kaw); 3. Cliff Cook (Yam); 4. Travis Louther (Yam); 5. Shawn O'Brien (Suz).

250 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Kaw); 3. Dustin Nelson (Kaw); 4. Angelo Ingrande (Kaw); 5. Cory Hart (Hon).

250 PRO: 1. Damon Huffman (Suz); 2. David Pingree (Suz); 3. Lance Smail (Hon); 4. Jimmy Lavorci (Kaw); 5. Sean Pagel (Hon).

500 AM.: 1. Christopher Nelson (Yam); 2. Bob Tippit (Hon); 3. Paul Gilmartin (Hon).

500 PRO: 1. Lance Smail (Hon).

UTH 25+ AM: 1. Guy Giffin (Yam); 2. Joe Lozano (Hon); 3. Tiger Gumm (Hon); 4. John Keefer (Yam); 5. Steve Stultz (Hon).

VET BEG: 1. Robert Seeds (Suz); 2. Jerry Mohe (Yam); 3. John Washburn (Suz); 4. Jon Woodeing (Suz); 5. Michael Epstein (Yam).

VET JR: 1. Dean Ostrander (Suz); 2. Blake Orgill (Kaw); 3. Marke Davenport (Yam); 4. Steve Williams (KTM); 5. Alan Pugliese (Yam).

VET INT: 1. Darin Layton (Yam); 2. David Lynch (Hon); 3. Bob Tippit (Yam); 4. Jeff Harriott (Yam); 5. Bob Shimp (Suz).

VET PRO: 1. Dan Berg (Kaw).

OT AM: 1. Mark Cook (Yam); 2. Bob Archer (Kaw); 3. Rich Hanson (Hon); 4. Laymon Gattis (Hon); 5. Bruce Forinash (Kaw).

OT MSTR: 1. Dennis McAdam (Yam); 2. Adrian Mesa (Hon); 3. Jeff Harriott (Yam); 4. Jim O'Neal (Hon); 5. Gary Doggett (Hon).

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Round 3 - Ramona, CA, January 23
Round 4 - Palmdale, CA, February 13

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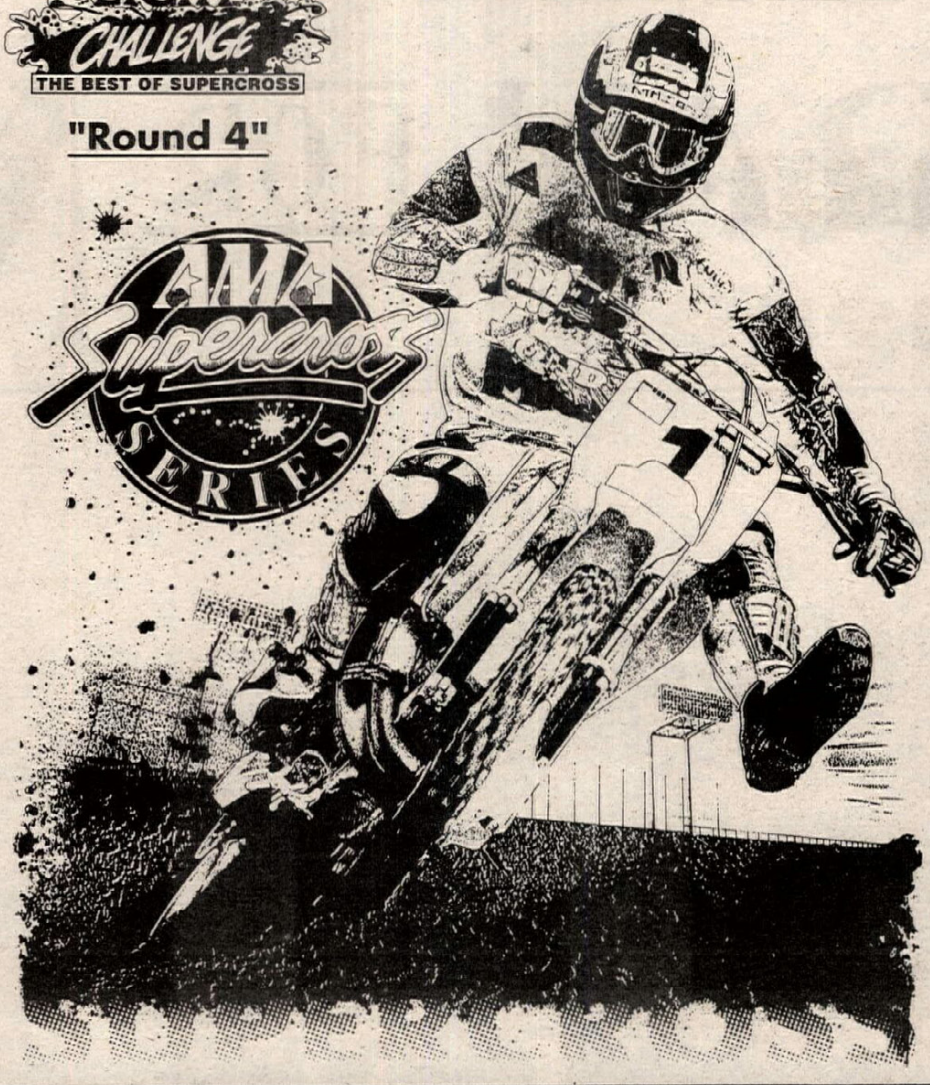

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"1993 FIM WORLD CHAMPIONSHIP GP SERIES"

1993 Austrian Road Racing Grand Prix

(#93D) Lucky Strike Suzuki's Kevin Schwantz won a hard-fought battle over Rothmans Honda's Michael Doohan in the Austrian Grand Prix, held on the legendary Salzburgring circuit, taking his third 500cc GP win of the season and the 22nd of his career. With the win, Schwantz took the series lead over from Marlboro Yamaha's Wayne Rainey, who finished third, and after five races led by just 5 points. Schwantz, who the day before had recorded his fifth straight pole position, and Doohan battled throughout the ultra-fast race, with Schwantz topping Doohan by a scant half-second at the finish line. Rainey finished shortly behind the top two, but less than a second ahead of Suzuki's Alex Barros. 55 minutes from Motovideo.

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"PRAY FOR ME"

By Joe Scalzo

Modern racers engage in wild racing but don't lead wild lives. Where is the contemporary racer who fought the Germans across France and then returned home from the Great War to race ferociously on the board tracks wearing the aviator's helmet of one of his victims (as Otto Walker did), or quit racing to plunge into Borneo's jungles collecting constrictor serpents and giant quadrupeds and also to put down a mutiny while he was the skipper of a yacht that was a rum-runner and the scene of a murder (Johnny Branson), or became the biker buddy and aide-de camp of the demented billionaire Howard Hughes and went to his grave without revealing a single Hughes confidence (Joe Petrali), or, having gone to the penitentiary for mail fraud, rehabilitated himself by publishing his own life story as a barnstormer, politician, race promoter, and inventor (Floyd Clymer), or who for a dramatic performance fought a bull while riding a motorcycle and afterward went to live in Haiti with Papa Doc Duvalier and became a high priest of voo-doo (Speedy Babbs)?

All of these guys knew Sprouts Elder. And possibly all were, in some way, inspired by him.

Who was Elder? He was a fabulous free-spirit and apparent utter good-for-nothing who demonstrated, nearly three-quarters of a century ago, that when it came to motorcycle racing he was touched with genius.

Fresno, in the fiery furnace of central California's San Joaquin Valley, was his home. His ancestors were tight-fisted Scottish fortune hunters who'd traveled overland toward the Sutter gold fields of 1849, but settled instead for scalding Mariposa County. They walked behind horses tilling arid fields, saved their money, and worked hard. Sprouts Elder's father slept by day, guarded a warehouse all night, and lived to be 98.

His sunny-dispositioned son was somewhat the same - Sprouts, too, rested by day. He needed to be in condition for the monster poker games in the city's gambling quarter which ran wide open all night long. He usually got trimmed, too. But he loved Fresno and regularly pined for it while he was away.

Ott Wilson's Harley-Davidson shop was Elder's all-purpose fortress - the womb where he lived, received his mail, and worked when he felt like it; he was expert with connecting rods and flywheels. He also raced. Over in the hill climbs conducted in the adjacent foothills, Elder was a breakneck rated the caliber of Petrali and Dudley Perkins. He was regularly attaining speeds of better than 100 mph while lashing about Fresno's banked lumberdome.

Around 1923, he boarded a tramp steamer and left the country. His departure resulted from - depending upon whose story was believed - Sprouts' developing a sudden urge to visit the

continent of Australia or Sprouts being driven from Fresno by an angry mob for getting a local girl in trouble.

Australia was where England exiled its most dangerous vagrants, misfits, rogues and hardened criminals. Being on the fringe of some of these activities himself, Elder, upon arriving in Melbourne on a third-class ticket, with $20 in his pocket, made common cause with hardy Aussies.

They were in the process of inventing their own civilization. Nighttime speedway racing was part of it, and Elder had never imagined such racing before. He was accustomed to cannonballing up the face of a perpendicular cliff, or being crushed by a board track's G forces. But these speedway rinks, by comparison, were short and claustrophobic; their diabolic surfaces were seasoned with cinder, which was like racing on marbles. A scratch race of four laps was an explosion. Maneuvering in a perilous dance, riders circled in out-of-control packs, with barb wire to protect them from being beaned by empty whiskey bottles hurled from the grandstands. Like the racing, the spectators were raucous.

Elder knew instinctively that he had struck it rich. It was the hottest racing in the world, and it was his vocation. He wasn't particularly well equipped for it, because like all male Elders he was tall with long and spindly limbs. But hill climbing had taught him to be reckless, board track speeds had drained him of fear, and he knew all the choice tricks: how to drop the chassis, how to dope the fuel. And he even got around the handicap of having long legs by letting them drag behind him.

By no means was his racing style conducive to sightliness of appearance. Picture this - Elder with his protruding legs, arms, knees and elbows giving the effect of a maniac centipede.

Prize money was his for the pocketing, if he raced enough. So he went to Perth, Brisbane, Sydney, Adelaide. Soon he was bleeding Australia white. Meanwhile, this new invention of speedway was spreading around the globe.

And so began his extraordinary odyssey. For the next several years, sometimes alone, sometimes with a winsome female companion, Elder roamed the speedway earth.

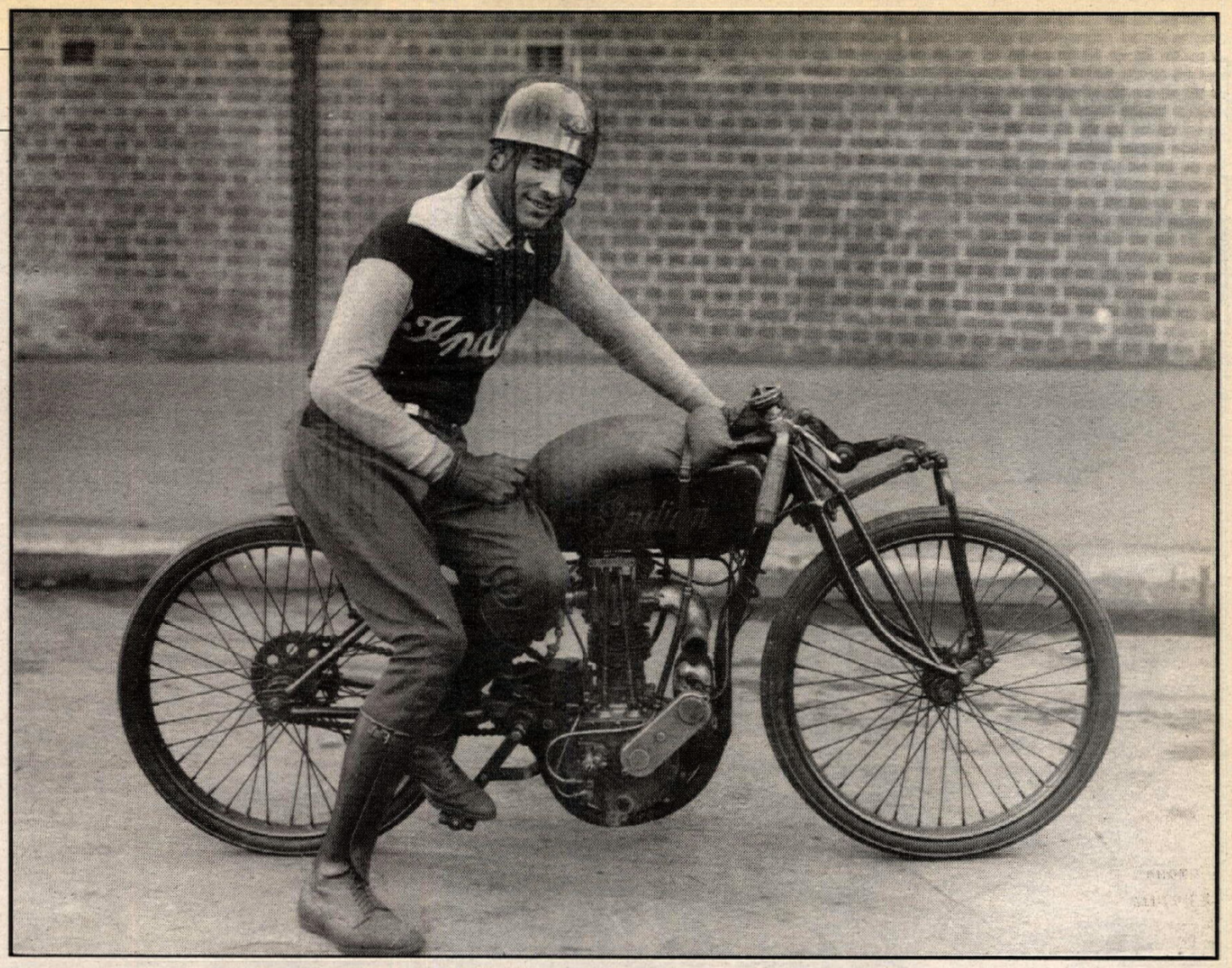
He showed up in England, finding the whole island broken out with speedway fever:

"...watching these modern centaurs, half-men, half-machines, hurtle around that thread of track at seemingly impossible speeds, wave upon wave of cinders fuming from flying wheels, handlebars almost touching, and every instant seemingly on the verge of crashing to irretrievable ruin, the world and its troubles are rent away and you are whirled into ecstasy..."

Elder was in an ecstasy of making money. He was earning in the neighborhood of $1000 a night and doing it six nights a week.

It wasn't, however, all gravy. One evening he hung himself on a crashwall at the cost of several bones, and various molars. But he was bent on survival. He checked himself out of the infirmary and flew to the continent for a week's worth of checking out the wine, women, and song of Paris.

Gradually it occurred to Elder, by no means for the first time, that speedway opportunities lay elsewhere. He sped across England to Scotland. Then back across the English Channel to France and Germany. From Munich, he wrote a postcard home to Fresno saying he'd just won a race witnessed by 80,000. On



to Denmark, Poland - perhaps even clear to the tips of Africa and Cape Horn, and to Cairo.

A boat took him to South America and cities all over that continent: Rosario, Cordova, Sao Paolo, Rio de Janeiro, Montevideo. Argentina was trouble. In Buenos Aires, Elder decided to punch a taxicab driver on the jaw and went to jail. Released, he began preying on the local speedway riders, embarrassing them in three consecutive meets. Just when he believed he was the country's new national hero, the grandstands rioted and he was suddenly running for his life.

He settled in for a pair of revolutions. Machine-gun fire crackled in the streets, with rebels mowing down soldiers by night. Then soldiers returned and shot down the rebels by day. Getting from the hotel to the speedway races meant stepping over corpses.

Elder figured that he was amassing another great fortune. When he discovered that a peso was worth only half as much as he'd imagined, he evacuated South America in haste.

And then he went round once more - to Sweden, Finland, Spain, and Germany again. This time he almost got impaled on the wall by angry Huns who remembered his first visit.

Holland. France. England. Just for agreeing to become chieftain of Southampton's speedway squad, he was given a contract for $5000.

Around 1932, Elder at last returned to America for good, and was passing through Ellis Island with $100,000 in a suitcase. He had four other crates as well, each one containing a J.A.P., the firebrand speedway engine invented by the British. Elder was going to bring speedway racing to his own land.

Having originally departed Fresno under a cloud of scandal, he returned as a prodigal - the world's most famous speedway racer. In celebration, he purchased a spiffy Chrysler sport model, which he drove with the top down, and on the wrong side of the Fresno boulevards, just as if he were back in England. Fresno's constabularies, with whom Elder had a love-hate relationship, persecuted him for it.

At first he found famine in Fresno. The great economic depression was in its fourth year, suffocating the life out of the region and racing. There wasn't sufficient wood to even build an economical board track.

Elder improvised his old speedway tracks. He rented the football facility of the local college. He and his associates worked deals for use of the dog tracks. He even had the local cops selling tickets.

Speedway now expanded and sped away like a spirit out of a bottle: Fresno, Coalinga, Emeryville, Stockton, Bakersfield, and clear down into southern California to Los Angeles, Hollywood, and San Diego.

With his vast experience and reservoirs of skill, Elder was always the smartest rider on any track and he knew it. But the Argentine riot had taught him the pitfalls of irritating the rubes in the grandstand by winning all the time. Accordingly, he regularly threw races - literally.

"Pray for me, Ott, because I'm coming off in this one," Elder jovially informed his old friend and protector Ott Wilson. And then he would involve himself in the most hair-raising spill imaginable, deliberately throwing away control just so somebody else might occasionally win. His bumps and bruises were alarming.

He was in his element, making lots of money. On one remarkable occasion he didn't go to bed for a week, staying up racing, carousing, gambling. The big gamblers from the Armenian district of Fresno welcomed him into their dens.

Some of his speedway competition included Earl Farrand, Byrd McKinney and Burton Albrecht. There is nothing like an economic depression to make the tough get going. With their double-fisted, go-for-broke constitutions, the two Milne brothers, Jack and Cordy, along with their French friend Wilbur (Lammy) Lamoreaux, were slowly getting the better of Sprouts.

Cordy had the best balance; Lammy the most spirit and worst nerves - vomiting all over himself and his competition on the starting line seems to have been his specialty; and Jack Milne piled up the most speedway victories - better than 6000.

Confrontation with Elder, the father of speedway racing, was what Lamoreaux and the Milnes had in mind. At first Sprouts beat them with a 30-inch engine while they raced 21-inchers. Then he unveiled his four J.A.P. thoroughbreds as secret weapons. So Lamoreaux and the Milnes got J.A.Ps of their own.

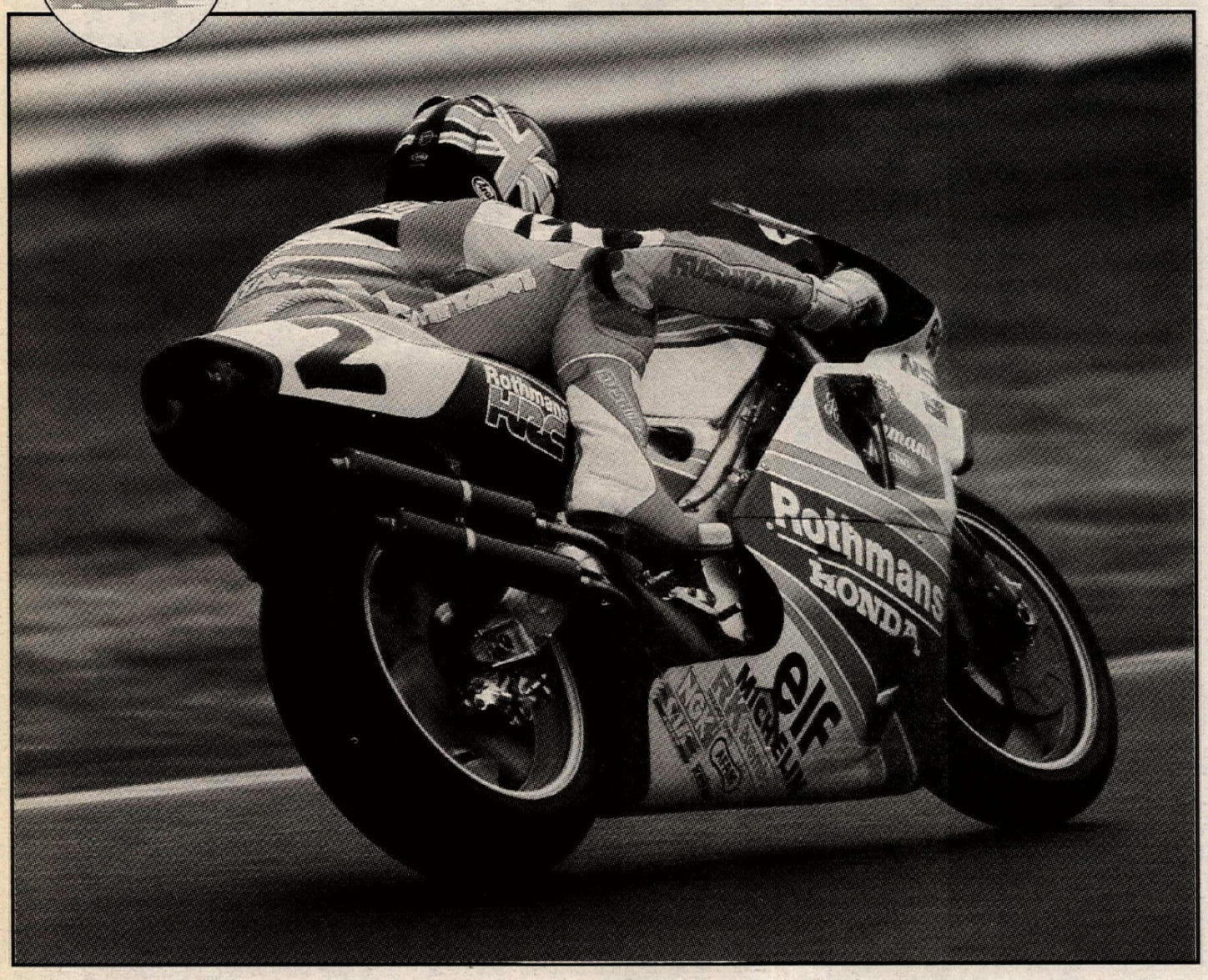
Soon they were overthrowing Elder's drag-leg style with wondrous techniques of their own invention. And by 1937 they were standing triumphant on the winner's podium at Wimbledon as the one (Jack), two (Lammy), and three (Cordy) finishers in the World Championship of speedway.

Elder was no longer racing. The Fresno branch of the California Highway Patrol had deputized him a motorcycle traffic cop. Going after a speeder at top speed himself, Elder neglected to switch on his red lights and siren, and in the process bashed into a second motorist. This crash, unlike his many speedway pratfalls, was one he barely recovered from.

Upon his discharge from the hospital, Elder changed his occupation once again and went into partnership with his chums the Armenian gamblers; together they moved much money. They also landed in hot water. Elder described what they were doing as check cashing, but his one-time allies, the Fresno cops, called it money-laundering and set the Federal Bureau of Investigation on Sprouts. As he invariably did, he skated through.

Now the good times were followed by dwindling times. All his years of living dangerously had not prepared Elder for the contemplation of endless aches and pains from his wild racing days. In 1957, as a liberating act, he terminated his own life.

The big funeral and wake in Fresno was widely and miscellaneously attended. Cops mingled with Armenian gamblers and motorcycle racers, and there were speedway representatives from around the world. The city of Fresno stuck Sprouts Elder, its former black sheep, into the sports Hall of Fame. CN



Still the bridesmaid

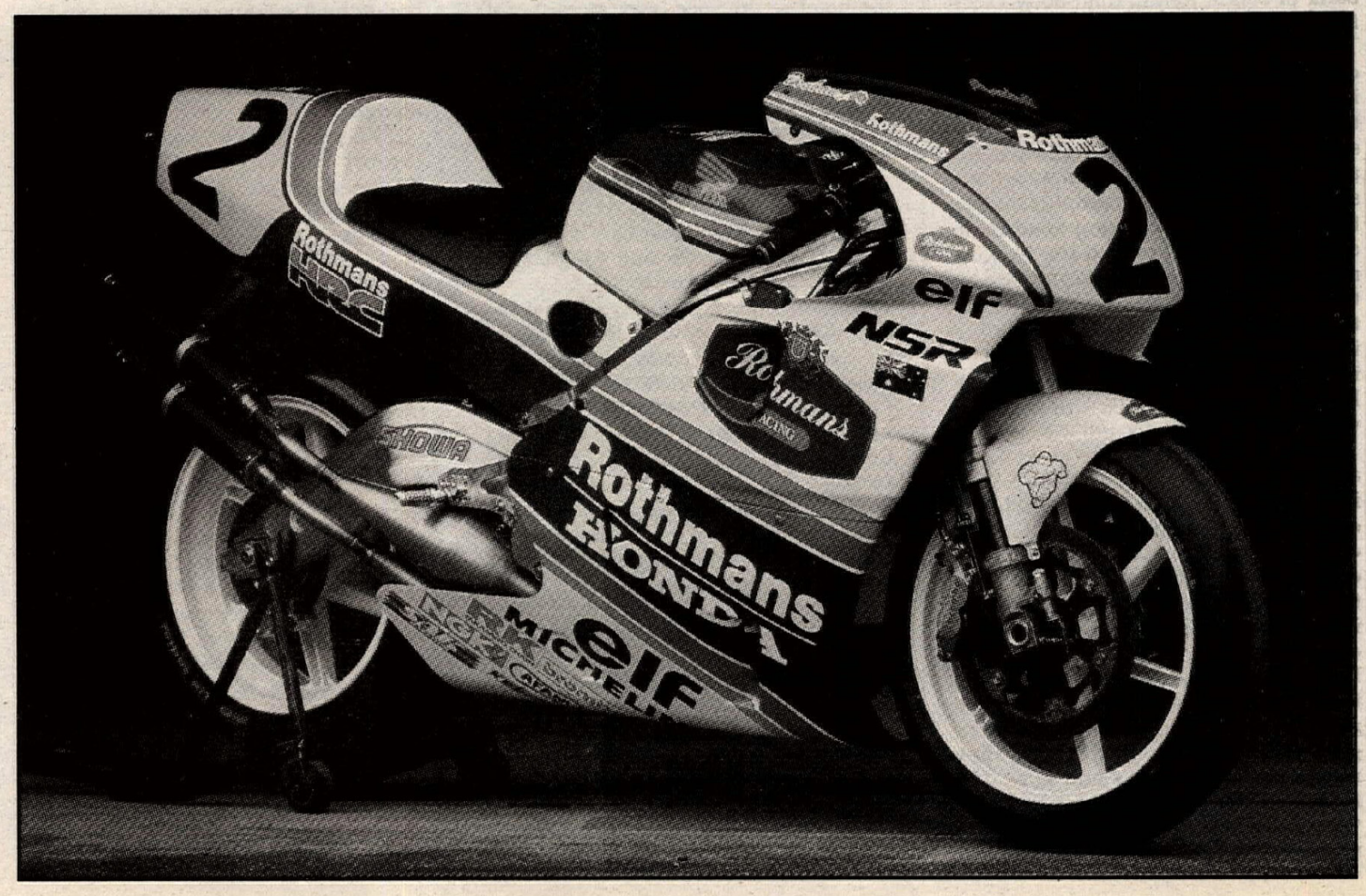
By Alan Cathcart
Photos by Takeshi Akamatsu and Emilio Jimenez

After another bleak season in which they won just two races and extended their 500cc World Championship drought to four straight years without a title, Honda must be wondering just what they have to do to regain Grand Prix racing's most coveted crown. The days when they alternated titles with Yamaha seem long gone in the mists of time. It's already 1994, and Honda hasn't won a 500cc world title in this decade.

Not for want of trying though - nor for lack of technological endeavor and the budget to back up innovation. With near decade-long sponsor Rothmans taking its money to F-1 car racing, an era of belt-tightening may soon begin - but it hasn't affected HRC's efforts to probe the outer limits of high tech two-wheeled development so far. The company that has steadily refined the NSR500 into the Ultimate Racer of the modern era now relies very heavily on a whole range of electronic aids to performance that are both costly and time consuming to develop. But they have not ignored continued mechanical innovation, such as the introduction of the so-called Big Bang engine format last year. The Big Bang worked wonders for the bike's rideability by closing up the firing interval of the individual cylinders.

Honda deserved the jump they got on their competitors with this piece of trickery, but fate's cruel blow robbed them of the 1992 world title when runaway points leader Mick Doohan was so badly injured in Assen. On to 1993, and the dawn of the fuel injection two-stroke era, with Honda again at the forefront. Though there's a veil of secrecy over whether Shinichi Itoh was actually using EFI on his NSR500 Honda when he broke the 200 mph mark for the first time without wind assistance through the Hockenheim speed traps this year, there seems little doubt that Honda's five-year fuel-injection program is now about to start repaying the huge commitment in time, personnel and money it's eaten up so far. It may become especially useful next season when the new fuel regulations kick in, entailing a massive drop to a specification of 102 octane, low-lead fuel. This is expected to result in an 8-10 horsepower loss which will be much easier to counter with EFI. Though Honda became the first team to race an EFI-equipped two-stroke in GP racing (BMW and URS-Munch had already raced fuel-injected 500cc four-strokes in the past), they still didn't win the world title they hoped so much would be theirs. Even with a carbureted NSR500 that was dramatically faster than in 1992, and also faster than the opposition, Honda still ended up a disappointing third in the championship.

The Hockenheim speed trap roster tells the whole story: four Hondas at the top of the table, with Itoh on the injected (?) bike at the magic 200 mph mark, Daryl Beattie at 197 mph on the carbureted NSR, Mick Doohan some 4 mph slower, thanks to the extra drag of his still-injured leg which he was unable to tuck inside the fairing, and Alex Criville on the solitary leased NSR, the Spanish Team Pons' bike without benefit of the



Michael Doohan's Honda NSR500; surprisingly, Honda hasn't won a 500cc World Championship in four years.

latest factory developments, at the same mark as Doohan. Then, over a mph slower, came the best of the rest - Alex Barros' Suzuki. A bit of a crushing display of top-speed dominance, no?

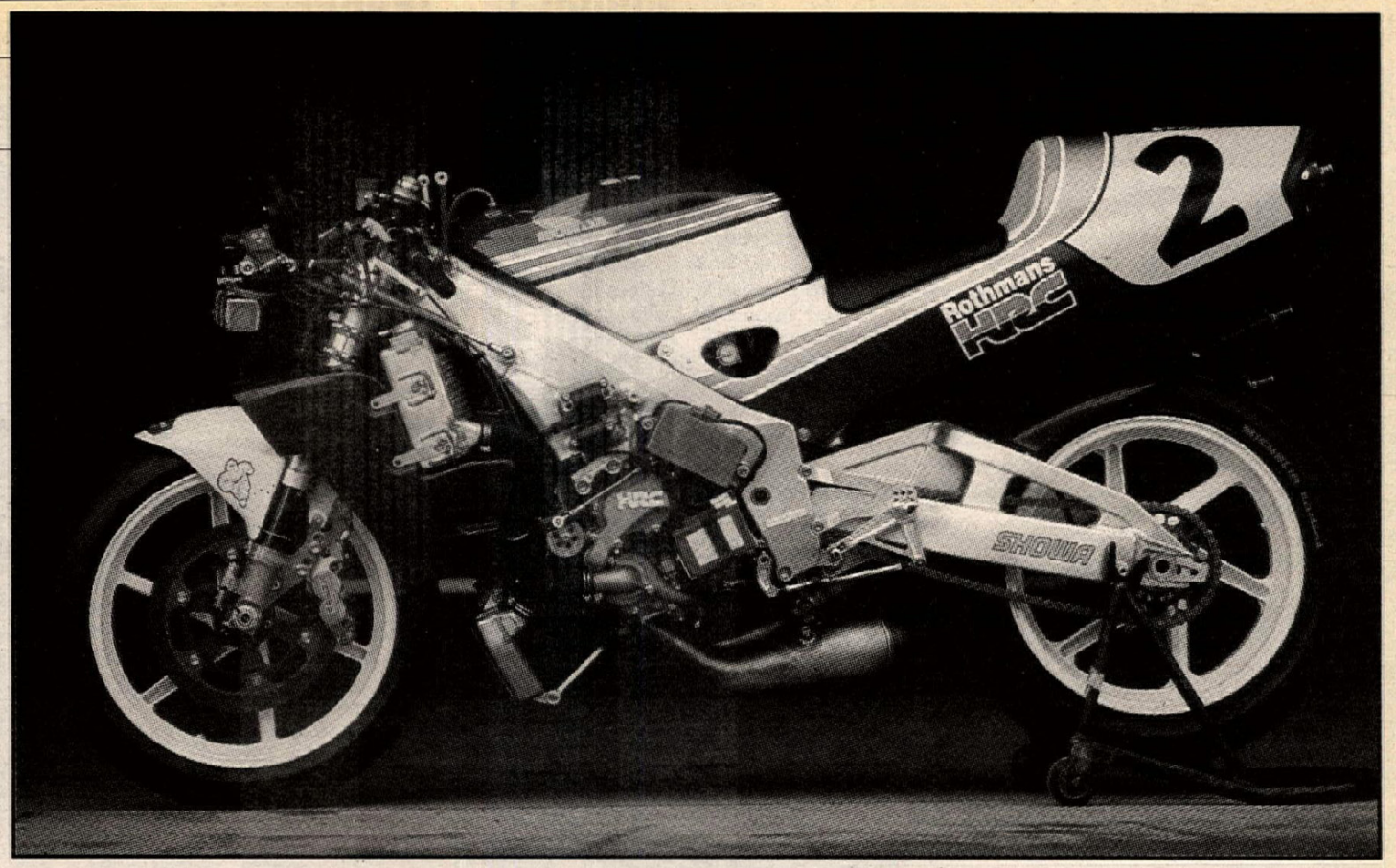
With circuits getting steadily slower and more twisty, maybe the reason Honda isn't winning races is because their bikes will only go fast in a straight line. Don't think so. Mick Doohan scored his warmly-applauded comeback victory at Mugello on a track that, while it does have a long front straight, subjects chassis and engine to a punishing exam with a variety of turns. And, until he made a mistake that his weak physical condition prevented him from correcting in time, Doohan looked set for another win on perhaps the most breathlessly taxing track of all from a handling standpoint - Laguna Seca. The same could be said for Itoh in the final race of the year in the swithcbacks of Jarama, except the reason he fell off in the lead was straightforward rider error on a slow turn.

Honda can count themselves as having been unlucky again in pursuit of their glittering title prize. Doohan was still way below par in fitness all season long, in spite of his gritty showings, and Beattie and Itoh were still GP novices in terms of learning the circuits in Europe, where all but the early-season action was concentrated.

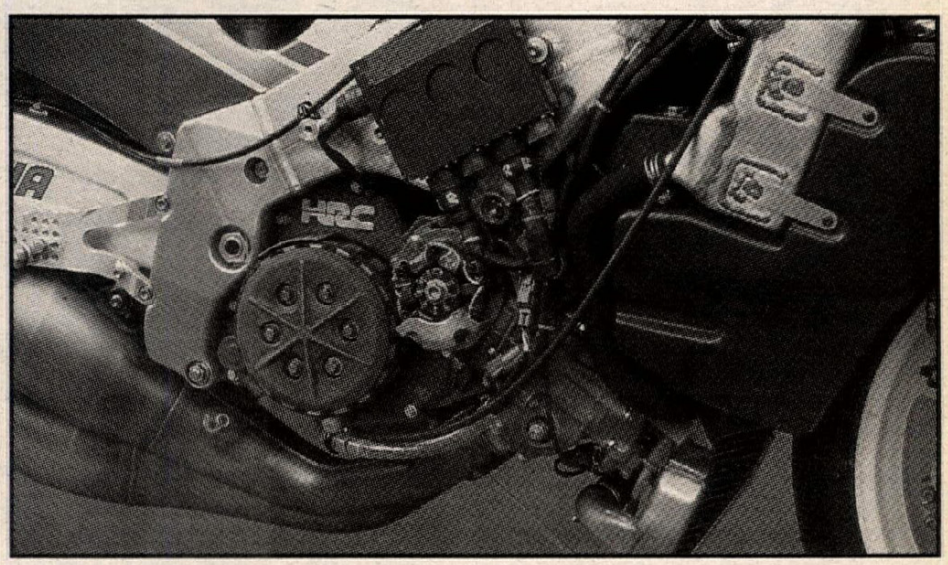
To explore the conundrum of the NSR500 Honda's performance on different types of tracks, I had a unique double encounter with the Speed King of the 500cc class. First I rode Alex Criville's Team Pons bike at Jarama in Spain the day after the final GP of the season. Later in the year, I was given the opportunity to ride Doohan's bike at Suzuka in Japan. While sunny Spain lived up to the travel brochures, sodden Suzuka was gloomy and wet. Fortunately, I remembered to pack the change of underwear needed after riding a 288-pound bike whose engine now delivers "over 180 hp" (actually believed to be 184 hp at the gearbox) at 12,500 rpm in the rain!

Honda's major change for 1993 on the 112-degree, single-crankshaft V-four engine was to move the air intakes for the carbon fiber airducts that lead to the bank of 36mm Keihin dual-body carbs from the nose of the fairing to the flanks. This was done in an effort to reduce drag and especially to reduce turbulence in the airflow, caused by deflection with the leading edge of the fairing. At the same time, the airbox was redesigned so as to be almost 100% sealed and pressurized. After the first couple of races the high-pressure fuel pump (needed to deliver a spray of fuel to the injector nozzles with every engine revolution on the fuel-injected bike) was also fitted to the carbureted machines because the improved engine dynamics were draining the rather small float bowls on the Keihins, and causing fuel starvation - with the risk of possible seizure.

Ongoing development with cylinder and exhaust design, coupled with the improved intake system, yielded an extra 5 hp compared to 1992, though the design of the 54 x 54.5 mm engine was essentially unchanged. Coupled with the much superior aerodynamics, the improvement in performance this yielded was dramatic. Whereas the 1991 pre-Big Bang NSR had trapped at 192 mph, the '92 bike was actually slower at 190 mph as Honda traded top-end speed for greater rideability. But in 1993 they redressed the balance - and how. The NSR500s went 6 mph faster than the year before, and that was with an engine with a less steep, more rideable power curve, which Doohan switched to mid-season because it suited his riding style better.



The NSR500's 112-degree V-four engine sits in an extruded aluminum, twin-spar frame. The NSR500 is still the speed king of the 500cc class.



Riding Criville's bike at Jarama only underlined Honda's evolutionary achievement - this bike is *soooo fast*!! Admittedly, it might be an impression magnified by the tight confines of the Spanish track, but the same day I'd been riding three slower and, frankly, much less intimidating V-four Yamaha YZR500s, including the ex-Freddie Spencer Yamaha France big-banger. The difference in performance between the Yamahas and the Honda was phenomenal.

Just take a simple (? - well, er, crucial) factor like the balls-out braking from wide open in sixth gear for the tight, first-gear right hander at the end of the straight. All the bikes were fitted with hyperpowerful carbon brakes, and all weighed the same, give or take a pound, at 286 pounds.Whereas even a novice 500cc racer like me could flirt with the 200-meter board at the end of the straight before squeezing the brake lever for all I was worth on any of the Yamahas, doing the same thing with the Honda would have been an invitation to scratch in the kitty-litter on the outside of the turn.

On the Honda, because it's so much faster and more powerful, you have to brake much earlier. In my case, waiting until the 300-meter board was history meant a steep increase in the pulse rate while I ju-u-u-u-st managed to get it stopped in time to make the turn. Okay, I'm surely not as brave as regular rider Criville - same go-faster initials, though - and I'm sure he waits quite a few more meters before throwing out the anchors. Still, this is a bike which puts the performance of GP 500s into perspective - it's a bullet.

It's also surprisingly tractable and forgiving to ride at low engine speeds, as I found in the rain at Suzuka. A couple of years ago I rode the last of the old-style, pre-Big Bang NSR500 Hondas in the wet in Japan, and this was a character-building experience designed to test the strongest set of nerves. Even with "only" 170 hp or so on tap, the much fiercer power delivery of the 180-degree "double-strike" motor - in spite of the wealth of electronic gadgetry aimed at making the bike more rideable - meant you had to be ready for the back wheel to step out at almost any moment when you switched on the power. You wouldn't say Doohan's 1993 bike was exactly a pussycat by comparison, but the extra traction offered by the Big Bang motor - with all four cylinders firing within 66 degrees (according to Cagiva's calculations from analyzing the Honda exhaust note on an oscilloscope) - is dramatically evident. It will pussyfoot around turns as low as 4-5000 rpm, carbureting more cleanly than many streetbikes, while you pluck up the courage to tug on the throttle with the right hand. As confidence gradually increases, you realize what an incredible motorcycle this is - how could anything this fast and powerful be so forgiving and responsive to ride in the rain?

In the end, you go for it - winding the throttle wide open as you head round the last right hand sweeper before the Suzuka startline. Changing up through the gears gets the front wheel all light, so the bars start shaking lazily in your hands where you've backed off the steering damper to give yourself more of a chance to save a slide. Well, not all of us have Doohan's hyperswift reactions...

Doohan doesn't even change the suspension settings from dry to wet conditions, preferring to run Showa's 43mm upside-down forks and rear shock fairly soft all the time to get a better ride and give the suspension a chance to work. Criville's bike, on the other hand, couldn't have been more different - the suspension settings were much harder, which on a bumpy circuit like Jarama makes the bike a real handful to ride. The way that both wheels chattered the tires over the ripples round the downhill left hander leading into the Bugatti hairpin was frankly frightening, and everywhere else the Pons Honda seemed set up much too stiff to get good suspension response. It also felt as if it had a rather a long wheelbase, making it notably less delicate to steer than the trio of YZR500 Yamahas I was riding. It was a real handful to change direction with in some of the tighter turns - it just wouldn't go where I wanted to point without a lot of physical effort.

On the other hand, it was ultra stable around the fast downhill tunnel sweeper onto the main straight. I was - ahem - rather pleased to discover, from the printout from the team's chassis guru Antonio Cobas's 24-channel telemetry unit, that I was some three mph faster than Criville through this turn (106 mph to 103 mph), but a humbling 8 mph down on top speed at the end of the following straight!

"Don't expect a works contract just yet!" laughed Cobas later. "You're only quicker there because you're doing the corner wrong. With bikes as powerful as these, you have to sacrifice a bit of corner speed to get the machine upright earlier, to use the fat part of the tire for good early drive out of the turn. That's the biggest thing that riders from the 250 or 125 classes have to learn when they start racing 500s - they can't use so much angle, and they have to change their riding style accordingly. The same applies to you."

Okay, to the dunce's corner - but, couldn't the bike be set up to be a bit more responsive, especially since Honda made only one change to the '92

HONDA NSR500

NSR500 chassis for '93, which was to alter the design of the rear shock mounting? Doohan and the other Honda riders had handling problems in the early part of the season in spite of that, with the bike wanting to run wide through corners rather than turn and hold a tight line, as it had done so brilliantly in '92. Doohan ditched the new 16.5-inch deeper sidewall Michelin tire - which may, perhaps, have been the culprit - and after that the bike turned better. At Suzuka it was noticeable how much more responsive and direct-steering his bike was compared to Criville's, albeit at reduced speeds because of the damp track.

HRC's 500cc technical boss Hattori-san pinpointed the reason for the big difference in handling between the two bikes when I taxed him.

"Criville-san likes very hard suspension settings, especially on the forks, because he likes to brake very hard and late into turns, and doesn't like the forks to dive, so that he gets maximum front tire grip," he said. "He also uses a wider head angle than Mick-san's bike, to try to increase stability under braking and prevent the front wheel tucking under when he turns into the corner." Well, okay - but this sounds like a recipe for understeer, as well as the heritage of a former 125cc World Champion's riding style, perhaps a clue as to why such a brilliant rider as Criville has struggled to really get on the pace consistently in 500cc racing. This season, when he races under HRC's direct umbrella, he may be persuaded to change. As it is, Doohan's bike is notably quicker in steering and easier to ride, without being twitchy or sacrificing stability - and I was on his dry weather settings, remember?

The stopping power of the twin 290mm Brembo carbon brakes fitted to the NSR is awesome, but it takes some coming to terms with because their potential is so much greater than the metal discs the rest of us mere mortals have our thought processes and reaction times conditioned to using. An idea of the sensitivity the black brakes now have can be gauged by the fact that Honda even uses them on a wet track, as they did for my Suzuka test, provided the ambient temperature is anywhere above arctic conditions - or Britain in springtime. The shrouds help maintain optimum operating temperature of 400-600 degrees Celsius, of course, but another factor is the slimmer thickness of the rotors, themselves, which helps them stay hotter longer.

Honda uses 320mm discs for some twisty tracks, but even then Doohan still likes to use the rear brake very hard, a relatively uncommon habit among modern GP racers and one he found hard to live with at the start of last season. Thanks to his injured right leg, he found it impossible to lift his foot off the pedal as he cranked into a right-hander, which robbed the bike of precious horsepower because he was dragging the brake all through the corner. Yet it gave new meaning to the term "rear wheel steering", too! By Jerez, the team had concocted a hand-operated brake lever on the left handlebar, similar to a Jet Ski throttle (he should be used to one of those), which you operate with your left thumb as you use the fingers on the same hand to hold the clutch while you shift down the gearbox. Honda then removed the foot brake altogether, but put it back on for my test. They needn't have bothered, because I never use the rear brake - obviously another black mark against my suitability as a works NSR500 rider - so it was quite difficult to judge the effectiveness of the system. Even though your left hand gets a little busy, I can see how it would work. I wonder if Doohan will retain it next season when, hopefully, his leg will be back in normal service?

When all's said and done, Honda's trump card is still that fantastic engine - so powerful yet so tractable, so eager for revs, yet so smooth in delivery. In spite of the extra mass of the single crankshaft, it picks up engine speed almost faster than your eye can read the tachometer, pulling cleanly off the bottom of the powerband at 8500 rpm with a completely smooth, linear delivery and a punch which even the World Champion Suzuki can't rival. But there's more. Criville's bike had an astonishing amount of over-rev, running way past the 12,500 rpm peak power mark without any noticeable fall-off in the power delivery.

Cobas told me afterwards that Criville shifts up normally at 13,800 rpm in the gears, and regularly uses over 14,000 rpm to save a pair of gearchanges when he has to. I can see after riding the NSR in the dry how this would be possible, meaning that Honda's winter work on the engine didn't only include getting more power and improving carburation - they also added more revs to an engine which previously topped out at a little over 13,500 rpm. You couldn't imagine a greater contrast with the works Yamaha I tested, which didn't really want to rev a lot higher than 13,000 rpm, and had a narrower effective powerband. Yet, in spite of this, HRC boss Yoichi Oguma says that one of the Honda engineers' greatest successes has been in extending the component life and reliability of the engine, mostly by using new materials, but also with new engineering techniques.

"To get the NSR500 machine to the first race of the season is very, very expensive," says Oguma, "but after that, it's cheap! Our engineers have made big steps in increasing the safe mileage of engine parts - the NSR500 pistons will now last 500 km (310 miles), for example, and crankshaft life is also much higher. This is important in reducing the overall cost of GP racing, which in these difficult economic times, is a main concern."

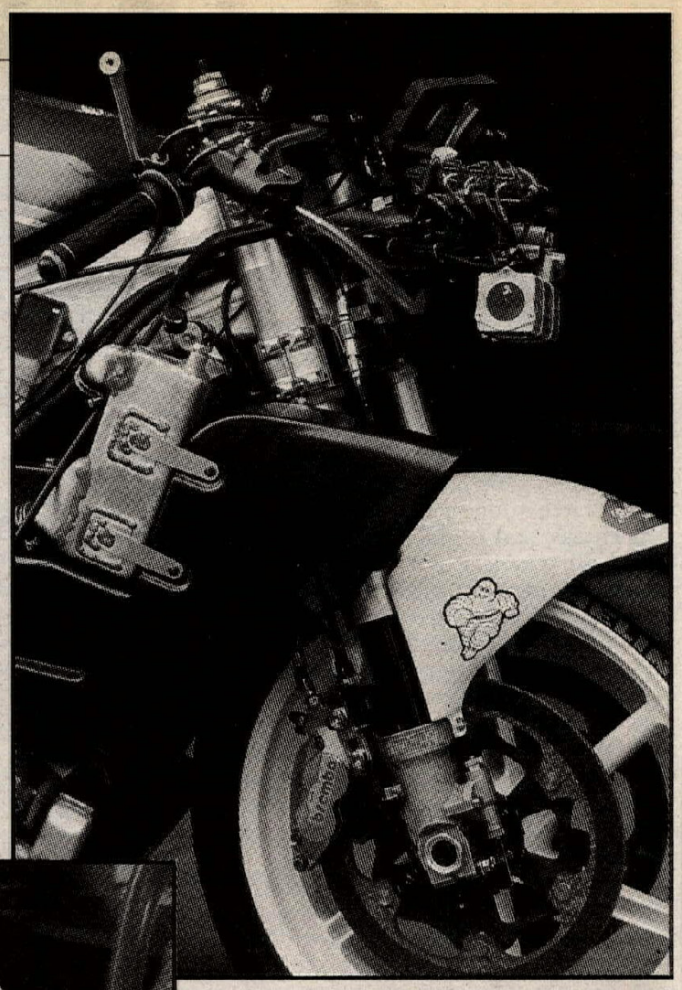
All those revs, and yet improved component life? Amazing...

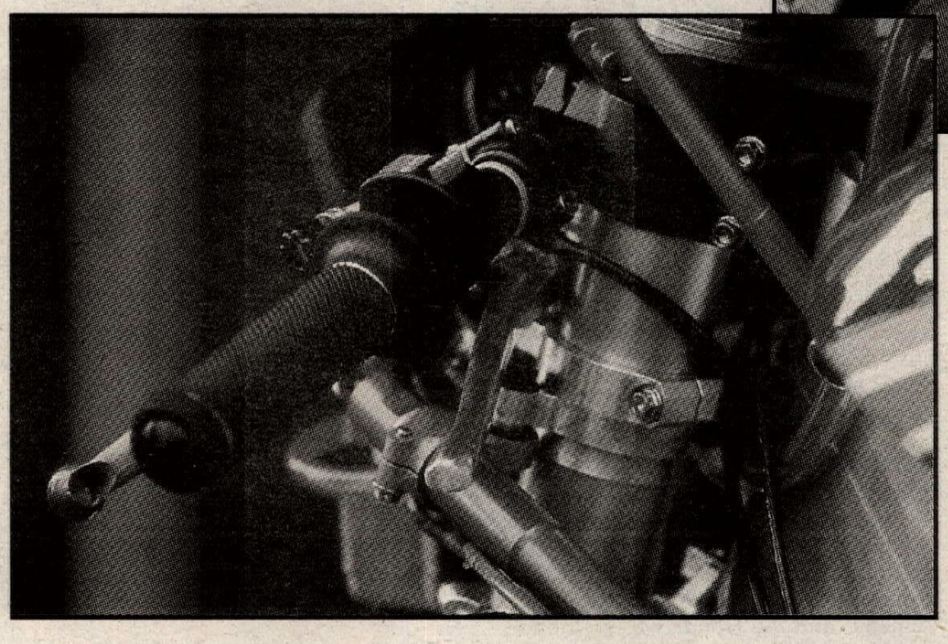
About the only thing I didn't like on either NSR was the gearchange. Both gearboxes seemed rather harsh and mechanical, just like a Cagiva's always has been. This may well be an inevitable downside of all that power the engine's now producing, requiring the dogs on each pinion to be undercut more to keep in mesh. It may also explain why Honda is the last of the 500cc GP teams to fit a speed-shifter. The design of the gearbox is very complex say those who work on the bikes, presumably a function of having to harness all that power without giving too much away in weight. Honda does have a system under development, but Hattori says Doohan doesn't feel the need for such a quick-changer just yet, so they're not fast-tracking it. So there...

Instead, Honda is fast-tracking its fuel injection system, and it's almost certain that all the works NSR500s, including the Team Pons bike of Alberto Puig, will be fitted with EFI by the start of the '94 season.

"It is undesirable and costly to race with both fuel-injection and carburetor machines at the same time," says Oguma. "And I think it is confusing for team mechanics to work on two different kinds of engine. So, we must decide before the start of the coming season whether we will use only carburetors or only fuel injection on our 1994 NSR500 machines."

Any bets on which way the decision will go? CN





(Right) The major change to the '93 Honda was to move the air intakes to the flanks; in '92, the intakes came directly from the nose of the fairing. (Below) Doohan's Jet-Ski type rear brake lever.

HONDA NSR500

Specifications

Engine	Watercooled, 112-degree V4 crankcase reed-valve two-stroke with computerized electronic power valve
Dimensions	54 x 54.5 mm
Capacity	499cc
Output	Over 180 hp at 12,500 rpm (at gearbox)
Carburation	4 x dual-body 36 mm Keihin with electronic power valve sensor
Ignition	Pre-programmable computerized electronic CDI
Gearbox	6-speed extractable
Clutch	Multiplate dry
Chassis	Extruded aluminum twin-spar frame with fabricated swingarm and steering head pivots
Suspension	
Front	43 mm Showa inverted telescopic forks with carbon fiber sliders
Rear	Fabricated aluminium swingarm with Pro-Link rising rate linkage and Showa shock with titanium spring
Head angle	22.5 degrees
Trail	95 mm
Wheelbase	56.2 in.
Weight	288 lbs. dry
Weight distribution	55/45%
Brakes	
Front	2 x 290 mm Brembo carbon discs with four-piston Brembo calipers
Rear	1 x 196 mm HRC ventilated steel disc with two-piston HRC caliper
Tires/wheels	
Front	12/60-17 Michelin radial on 3.50 in. HRC wheel
Rear	18/67-17 Michelin radial on 6.00 in. HRC wheel
Top speed	197 mph (Hockenheim)
Year of construction	1993
Owner	Honda Racing Corporation, Saitama, Japan - leased to Rothmans Honda Racing Team, London, England.

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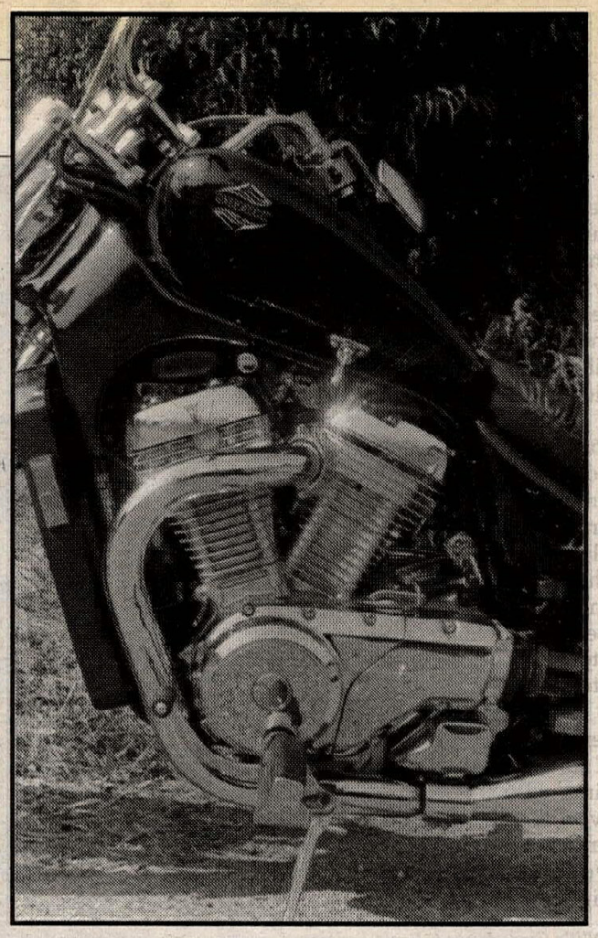
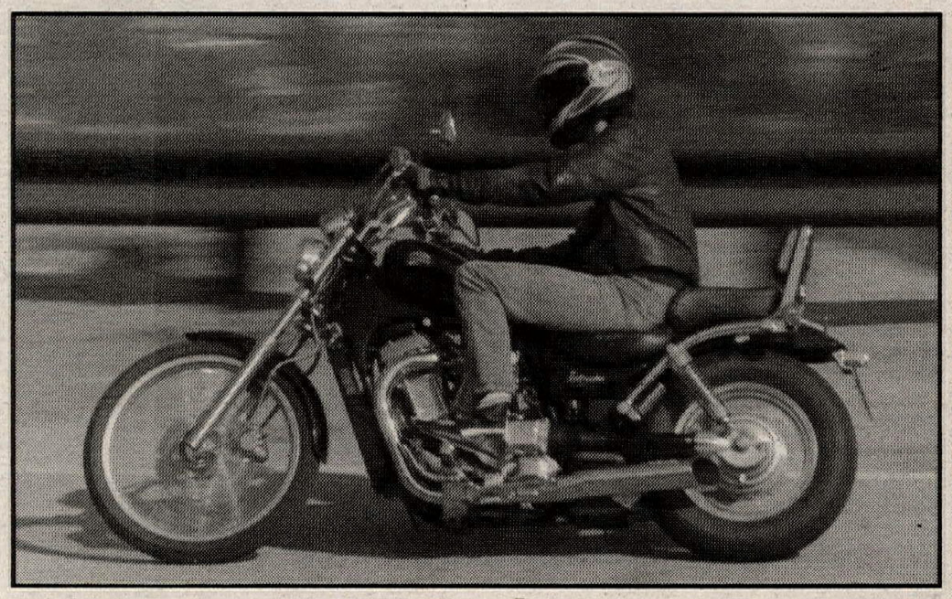


(Above) At the heart of the Suzuki VS800R is its four-stroke, liquid-cooled, 45-degree V-twin powerplant. (Below) Comfort is one of the biggest assets the Suzuki Intruder VS800R has to offer, making commuting on the cruiser a pleasure.

Bad to the bone



By Kit Palmer
Photos by Donn Maeda

Cruisers. Either you like them or you don't. I, for one, don't. Well, I guess I should say, I *didn't* like them. Admittedly, my attitude has changed - and a lot of that has to do with the Suzuki VS800R Intruder.

In the past, if a streetbike wasn't race, sport, or performance orientated, I had no use for it. Image bikes, like full-on, "bad-to-the-bone" cruisers, just weren't my style. I have never really come to terms with the "black leather jacket" or "junkyard dog" icons that seem to be associated with cruisers, and I've never (and still don't) think much of the impractical "chopper" styling that a number of cruisers employ. And the many owners who modify their bikes' exhaust systems to make them louder, thus "cooler," haven't helped matters any, either.

There are, however, a handful of cruisers on the market nowadays that have really caught my attention - bikes I wouldn't mind owning on just looks alone. One of these machines is Suzuki's sibling cruiser, the VS800R Intruder.

The Intruder is a good-looking motorcycle - yes, in spite of its kicked-out front end and skinny front tire. Unlike like many cruisers on the market, the VS800R doesn't rely on chrome alone to capture your attention. Instead, the Intruder relies on super-smooth lines and conservative curves to grab you, but it does have just enough of the shiny silver stuff to *keep* your attention. It did mine.

Perhaps the Intruder's best visual feature is its simplistic looking four-stroke, liquid-cooled, OHC, 45-degree, V-twin engine. Suzuki engineers obviously did all they could to eliminate unnecessary gadgetry and paraphernalia in the engine compartment and, as a result, have come up with an uncomplicated and polished looking powerplant.

Luckily, the Intruder's engine performs as good as it looks. For a midsize cruiser, the 805cc engine packs a powerful, yet ultra-smooth punch. Of course, Suzuki designers directed all of that punch at the bottom of the rpm range and, consequently, the bike pulls hard as soon as the throttle is twisted. You won't be disappointed - I know I wasn't. The power tapers off quickly at high rpm, but that is to be expected with a cruiser.

An inherent problem with cruisers is vibration, but not with the Intruder. Vibration is kept to a minimum thanks to a rubber-mounted engine. The little buzzing that remains is felt mostly at very low rpm and around the footpeg area. Very little vibration makes it to the rider's arms, mainly because of the rubber-mounted handlebars. A shaft-drive system also helps cut down on vibration.

Via the bike's dual exhaust pipes, the V-twin engine emits a low, rumbling tone that will still turn heads - but it isn't offensive. In fact, the Intruder is extremely quiet at low rpm or at idle. Even when on the gas, the bike is fairly quiet. Your neighbors will appreciate this when you leave for work early in the morning.

Clicking up through its five-speed gearbox is a simple process, something that we've come to expect from Suzuki. The hydraulically operated clutch also performs smoothly and effortlessly, but if you don't have the clutch lever pulled all the way in to the grip when downshifting, you'll hear a slight grinding noise just as you begin pressing down on the shift-lever. Other than that, the Intruder shifts flawlessly.

The engine is tucked nicely inside the bike's long and low-profile, double downtube frame, which features a radically raked-out front end, giving it that full-on chopper look.

The Intruder isn't lacking whatsoever in the comfort department. In fact, it's one of the most "ergonomically correct" motorcycles we've ever thrown a leg over. Overall, the bike feels nice and narrow, and the stepped seat gives adequate support to the rider's lower back. There is sufficient padding for long trips, and the low 27.0-inch seat height aids maneuverability in stop-and-go city traffic. The pull-back handlebars aren't positioned too high and offer good, confidence-inspiring control of the front end. Unlike some cruisers where the footpegs are mounted far forward, sometimes in front of the engine cases on the frame's front downtubes, the Intruder's footpegs are mounted down low and closer to the center of the bike. On the Intruder, the rider's seating position is more straight up and down, as compared to some of the other cruisers where the riders are forced into a backward lean.

If there's one area in which the Intruder could use some improvement, it's the suspension. The rear shocks could benefit from a bit more rebound and compression damping, but that will require a major undertaking because there are no external damping adjustments, just 5-way spring pre-load settings.

Overall, the ride is a little on the rough and jarring side; your kidneys will eventually beg for forgiveness when you are motoring down anything less than a perfectly smooth highway.

The skinny 80/90-21-inch front tire takes a little getting used to - both in appearance and performance. The front wheel looks as though it came off of a 10-speed bicycle, and its narrow width causes it to fall into grooves on the highway, causing the front end to feel a little squirmy and making the rider feel a little uneasy. The front end is very sensitive to any imperfections in the pavement.

Despite the inept-looking braking system - a drum in the rear and a smallish single rotor/single piston disc up front - the Intruder stops amazingly well. Very little pressure is needed on either the front-brake lever or the rear-brake pedal to get the Intruder hauled in. Every now and then you'll wish for more stopping power up front, but there is enough to get the job done.

Not surprisingly, the Intruder isn't a turner. But what cruiser is? It gets around the twisties okay, but it would rather be pointed down a straight road. The front end doesn't give enough feedback for the rider to flick it through turns in a rapid fashion - again due to the small size of the front tire's contact patch with the pavement. Of course, the kicked-out front end doesn't help matters either.

If you do purchase the Intruder, plan on adding your local gas station attendant to your Christmas card list,

because you'll get to know him/her quite well. The miniscule tear-drop-shaped gas tank holds just 2.9-gallons, which means you'll be switching to reserve in 120 or so miles. Fortunately, the fuel on/off/reserve switch is accessible while riding; it's located on the left side just underneath the gas tank.

There is very little in the way of instrumentation. A single, chrome-plated cylinder houses the speedometer/odometer/trip meter assembly, and that's about it, except for a small cluster of indicator lights underneath the speedometer. The ignition is also mounted on the left side of the bike, just behind the rear cylinder, and a separate steering lock is located on the frame's steering stem.

As a whole, the VS800R is an excellent commuter bike that also doubles as a fun weekend cruiser. We enjoyed our time with this motorcycle, thanks to its wonderful motor, comfortable layout and clean styling. And considering what you get, the Intruder is priced about right at $5599. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Suzuki VS800R

Specifications

Engine
Type.....4-stroke, liquid-cooled, OHC, TSCC, 45-degree V-twin
Bore & Stroke.....83.0 x 74.4mm
Displacement.....805cc
Compression ratio.....10.0:1
Carburetors
Front.....Mikuni BDS36
Rear.....Mikuni BS36
Air cleaner.....Non-woven fabric element
Starter system.....Electric
Lubrication system.....Wet sump
Ignition.....Fully transistorized
Spark plug.....NGK DPR8EA-9 or Nippon Denso X24EPR-U9
Headlight.....12V60/55W

Transmission
Clutch.....Wet multi-plate type
Gears.....5-speed constant mesh
Final reduction ratio.....3.090 (34/11)
Drive system.....Shaft

Chassis
Front suspension.....Telescopic, coil spring, oil-damped
Rear suspension.....Swingarm, coil spring, oil-damped, spring preload 5-way adjustable
Caster.....56-degree
Trail.....5.71 in.
Steering angle.....40-degree
Turning radius.....9.5 feet
Front brake.....Disc
Rear brake.....Internal expanding drum
Front tire.....80/90-21 48H, tube type
Rear tire.....140/90-15 M/C 70H, tube type

Dimensions and Dry Mass
O/A length.....88.8 in.
O/A width.....30.3 in.
O/A height.....47.2 in.
Wheelbase.....61.4 in.
Ground clearance.....4.9 in.
Seat height.....27.0 in.
Dry weight.....443 lbs.

Capacities
Fuel tank, incl. reserve.....2.9 gal.
Reserve.....0.8 gal.
Colors.....Red, black
Suggested retail price.....$5599

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Beattie ended up topping Schwantz by less than one second after fellow Australian teammate Mick Doohan was forced out of the race with only two laps to go due to a suspected tire failure. Beattie secured his place in GP history with the first Grand Prix victory of his career on the fastest GP track in the world. 55 minutes from Motovideo.

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(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#90D) '93 British RR Grand Prix
55 minutes from Motovideo.

(#92D) '93 Czech RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A)Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley- Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes; John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also

Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles, applicable to most any brands. Includes information on spark plugs, identifying parts, charging systems, drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25) The H-D Evolution Motor
Complete disassembly, service, repair and assembly on the Harley Evo motor. Includes info on little-known tricks of the trade and special tools necessary for doing the job right. 60 minutes from Video Manuals.

(#26) H-D Transmission Repair
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

What's New?...

- ★ '93 Gainesville/Southwick AMA National MX
- ★ '93 Sacramento/Mt. Morris AMA National MX
- ★ '93 Unadilla/Buchanan AMA National MX
- ★ '93 Glen Helen/Troy AMA National MX
- ★ '93 Millville/Washougal AMA National MX
- ★ '93 Delmont/Binghamton AMA National MX
- ★ '93 British RR Grand Prix
- ★ '93 Czech RR Grand Prix
- ★ Cartridge Fork Service & Tuning
- ★ 2-Stroke Engine Design & Tuning
- ★ The Basics #1: Motorcycle Maintenance
- ★ The Harley-Davidson Evolution Motor
- ★ Harley-Davidson Transmission Repair

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

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Cole Townsend took home the 125cc Beginner class win at the LACR Grand Prix.

Townsend, Barnes top LACR Grand Prix

By Greg Robertson

PALMDALE, CA, JAN. 9

Honda CR125-mounted Cole Townsend and CR250 rider Paul Barnes dominated their respective Beginner classes during California Racing Club's Happy New Year Grand Prix at Los Angeles County Raceway.

Bob Hausman got the jump on the rest of the 125cc Beginners to lead the first lap. Townsend was running a close second followed by Tyler Buck, Jason Hoffman and Lewis Stephan. A battle quickly developed for the lead between Hausman and Townsend as the two riders separated themselves from the rest of the pack.

Townsend was dogging Hausman and finally found a way around on the fourth of what would be a 12-lap race on the fast sand track. Hoffman overtook Buck for third while Victor Banuelos worked up to fifth from his last-place start. Hausman hung close to Townsend, keeping him honest up until the 10th lap when he seemed to tire out. The Scotts Performance/Jack In The Box-backed Townsend kept his pace up and pulled away to greet the checkered flag with nearly a 30-second lead over Hausman.

The 250cc Beginner class was a Paul Barnes benefit. Barnes grabbed the holeshot off the dead engine start and never looked back. The real race was for the runner-up position between Donald Fetter, Warren Tittlemier and Kyle Frazier. Fetter ran in the second spot early in the race before succumbing to pressure from Tittlemier on the third lap. Fetter stayed within striking distance of Tittlemier until the halfway point when he pulled off the track with problems. Tittlemier continued on to finish second well behind Barnes, but an equal distance ahead of Frazier in third.

Results

P/W B-2: 1. Charles Messer (Yam); 2. James Jarbeau (Yam); 3. Timmy McDaniel (Yam).

P/W B-1: 1. Richard Enbanks (Yam); 2. Troy Tittlemier (Yam).

P/W A: 1. Anthony Barbacovi (Yam).

60 (9-11): 1. Gerard Patin (Kaw); 2. Blake Mitchell (Kaw); 3. Eric Durrer (Kaw).

60 BEG: 1. Kit Kunath (Kaw); 2. Anthony Barbacovi (Kaw); 3. Terminator Garcia (Hon).

80 (9-11): 1. J.R. Terry (Suz); 2. Tyson Tittlemier (Suz); 3. Shane Smith (Suz); 4. Justin Meramble (Yam); 5. Todd Gosselaar (Kaw).

80 (12-16): 1. Christopher Gosselaar (Kaw); 2. Greg Andrew (Yam); 3. Jason Dubin (Suz); 4. Ryan Orr (Yam); 5. Shaun Mitchell (Kaw).

80 BEG: 1. Greg Gary (Hon); 2. Jeff Peavler (Yam); 3. Bryan Lang (Kaw); 4. Ethan Forward (Kaw); 5. Justin Weber (Kaw).

VINT: 1. Ken Greene (Hon); 2. Greg Robertson (Yam); 3. Terry Pratt (Tri); 4. Phil Zellmer (CZ); 5. Chris Frei (Hon).

DECADE: 1. Monte Pritchett (Hon); 2. Randi Perkins (CZ); 3. Robert Miller (Hon).

125 BEG: 1. Cole Townsend (Hon); 2. Bob Hausman (Hon); 3. Jason Hoffman (Kaw); 4. Tyler Buck (Suz); 5. Victor Banuelos Jr.

125 NOV: 1. Adrian Leon (Suz); 2. Kevin Jackson (Hon); 3. Kevin Tarwater (Kaw).

125 INT: 1. Loren Jenkins (Hon).

250 BEG: 1. Paul Barnes (Hon); 2. Warren Tittlemier (Suz); 3. Kyle Frazier (Suz).

250 NOV: 1. Don McLean (Kaw); 2. Peter Collins (Hon); 3. Danny Battaglia (Hon); 4. Andy Payne (Kaw); 5. Matt Bryan (Kaw).

250 INT: 1. Jeff Ratzloff (Kaw); 2. Robbie Dunham (Yam).

500 BEG: 1. Rich Ellyson (Hon); 2. Greg Wilkins (KTM); 3. Jeff Mitchell (Hon).

JR VET BEG: 1. Lucky Feinstein (Yam); 2. Lee Saul (Cag); 3. John Erickson (Hon); 4. Fernando Berroteran (Hon); 5. Chris Williams (Hon).

JR VET NOV: 1. John Stich (Kaw); 2. John Jefferies (Hon); 3. Bud Lewis (Yam).

JR VET INT: 1. Rick O'Donnell (Hon); 2. Malcolm Solley (Hon); 3. Steve Corteville (Yam); 4. Daniel Cleveland (Yam); 5. Ken Renaux (Yam).

VET BEG: 1. Steve Basmajian (Yam); 2. Sal Squeo (Kaw); 3. Greg Hunsaker (Hon); 4. Mike O'Donnell (Hon); 5. Elmer Silfies (Yam).

VET NOV: 1. Curt James (Hon); 2. Mike Edmonds (Hon); 3. James Coppedge (Yam); 4. Mike Borger (Yam); 5. Bill Wingerning (Yam).

VET INT: 1. Leo Saul (Suz); 2. Steve Schrobsdorf (Yam); 3. Alex Spinelli (Yam); 4. Scott Nolind (Hon).

VET EX: 1. Brad McLeod (Hon); 2. John Ferro (Hon).

SR BEG: 1. Hans Guggenmos (Hon).

SR NOV: 1. Michael Burnett (Suz); 2. Les Oldenbrook (Hus).

SR INT: 1. Lowell Spiva (Hon); 2. Monte Pritchett (KTM).

SR EX: 1. Ken Renaux (Yam); 2. Bob Dunham (Yam).

Hart, Davis storm Salem ST

By Vicki Viegra

SALEM, VA, JAN. 7-8

Two sold out crowds totalling 8,400 people saw James Hart and Will Davis blast to main event wins on different nights on the very bumpy indoor short track in Salem, Virginia.

On Friday, James Hart and his Yamaha 500 held on to the win over his Yamaha-mounted brother, Recil Hart. Robert Lewis came through the pack to give Yamaha 500s the top three positons in the main.

Will Davis and his Mother Fletcher's-sponsored Harley 600 took the win on Saturday night. Davis had finished fourth on the previous night but was able to dial in his bike for the win on a track which was improved over the previous night. Lewis and Davis fought the entire 15 laps, but Lewis' Yamaha was no match for Davis' Harley. Kris Kiser finished third on the Hart Racing Rotax while James Hart came from a 10th-place start to finish fourth.

Results

Friday

MAIN: 1. James Hart (Yam); 2. Recil Hart (Yam); 3. Robert Lewis (Yam); 4. Will Davis (H-D); 5. Jack Touchette (Hon).

Saturday

MAIN: 1. Will Davis (H-D); 2. Robert Lewis (Yam); 3. Kris Kiser (Rtx); 4. James Hart (Yam); 5. Recil Hart (Yam).

Bowyer dominates Fort Worth Arenacross

By Kat Spann

FORT WORTH, TX, JAN. 9

Team Green/Fox Racing/Gary Emig/Bell/PJ1-sponsored Andy Bowyer blasted to two class wins at the the Will Rogers Memorial Coliseum during round two of the Mike Kidd/AMA National Amateur Arenacross Series.

At the start of the 250cc B main, Bowyer wasted little time in grabbing the holeshot, and he never looked back. Kawasaki-mounted Mike Boliver followed Bowyer into the whoops with Todd Kirby and Sprint Haynes hanging close to the leaders. Haynes out-jumped Kirby on lap three for the third spot, but there was no time to catch Bowyer, who blazed a trail to the checkered flag ahead of Boliver.

Bowyer returned in the 125cc Open main and grabbed the holeshot in front of Brook Fluker. Fluker tried hard to catch Bowyer in the whoops, but was not able to stop him. Erick Vallejo came from fifth place to chase down Fluker by the end of lap two, using the sandpit section of the whoops to make the pass for second place. Fluker held his line and took to the inside, double-jumping in front of Vallejo, but Vallejo had the power to blast by Fluker permanently. Bowyer went on to score his second main event win over Vallejo and Fluker.

Caleb Leath took the lead off the gate in the 80cc Open main with Charley Bogard in the hunt for the lead. Bogard wicked up his RM in the short section whoops just past the rockers and shot past Leath at the end of the first lap to assume the lead. As the white flag came out, Bogard got caught in the sand of the long whoop section, allowing Leath to close the gap. Bogard was able to save himself from the mishap, but his loss of precious seconds opened the door, and the two riders engaged in a wheel-to-wheel battle for the lead. At the checkered flag, Bogard managed to hold off Leath for the win. Bowyer, Marquez and Earl Kephart rounded out the top five.

Results

50: 1. Brandon Thompson (Yam); 2.Logan Williams (Yam); 3. Shawn Cook (Yam); 4. Larry Klinger (Yam); 5. Cody Dickey (Yam).

60: 1. Chase Reed (Kaw); 2. Chad Cook (Kaw); 3. Dusty Fountain (Kaw); 5. Mike Klinger (Kaw); 5. Matt Hunter (Kaw).

80 BEG: 1. Blake Fannin (Kaw); 2. Brad Vaughn (Kaw); 3. Sye Jones (Hon); 4. Mark Olley (Kaw); 5. Kyle Martin (Suz).

80 (7-11): 1. Johnny Marley (Yam); 2. Kyle Williams (Kaw); 3. Derek Warehime (Kaw); 4. Dusty Fountain (Kaw); 5. Chase Reed (Yam).

80 (12-13): 1. J.D. Bailey (Kaw); 2. Damon Francois (Kaw); 3. Jake Jones (Kaw); 4. Scotty Trimble (Suz); 5. Nathan Hale (Kaw).

80 (14-15): 1. Charley Bogard (Suz); 2. Daniel Lariviere (Kaw); 3. Clint Bowyer (Kaw); 4. Jesus Marquez (Kaw); 5. Earl Kephart (Kaw).

80 OPEN: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Clint Bowyer (Kaw); 4. Daniel Lariviere (Kaw); 5. Jesus Marquez (Kaw).

125 D: 1. Randy Willenberg (Hon); 2. Nick Ross (Hon); 3. Tabb Stansbury (Hon); 4. Mike Walsh (Kaw); 5. Chad Johnson (Kaw).

125 C: 1. Eddie Jones (Kaw); 2. James Ford (Kaw); 3. Chris Cadieux (Kaw); 4. David Lott (Kaw); 5. Chris Johnson (Kaw).

125 B: 1. Erick Vallejo (Kaw); 2. Sprint Haynes (Yam); 3. Andy Bowyer (Kaw); 4. Todd Kirby (Suz); 5. David Casada (Kaw).

125 OPEN: 1. Andy Bowyer (Kaw); 2. Erick Vallejo (Kaw); 3. Brook Fluker (Kaw); 4. Jeff Smith (Suz); 5. Robbie Floyd (Hon).

250 D: 1. Tabb Stansbury (Hon); 2. Bobby Standerfer (Kaw); 3. Camer Cariffe; 4. John Willis; 5. Mark Johnson (Suz).

250 C: 1. Eddie Jones (Kaw); 2. Chris Johnson (Kaw); 3. Todd Kyser (Kaw); 4. Brian Hasten (Kaw); 5. Chad Anderson (Hon).

250 B: 1. Andy Bowyer (Kaw); 2. Mike Boliver (Kaw); 3. Sprint Haynes (Yam); 4. Justin Woholetz; 5. Donald Hardy (Kaw).

250 OPEN: 1. David Widmer (Kaw); 2. Jason Ennis (Suz); 3. Bill Harrington; 4. Johnny Davidson.

25+: 1. Brian Hasten (Kaw); 2. Timmy Chapman (Yam); 3. Ronald Hendryx; 4. Tommy Dickey (Yam); 5. Shawn Shields (Kaw).

30+: 1. Greg Chicolne (Kaw); 2. Paul Morgan (Yam); 3. Don Bailey (Kaw); 4. Darril Robinson; 5. Scott Latta (Hon).

Huffman, Leach score Salem AX

By Deanna Holbrook

SALEM, OR, JAN. 2

The last race of the Yamaha Gold Cup drew a record 285 riders on Sunday at the Salem Arenacross, and played host to intense action between Ryan Huffman and Roby Leach, who shared wins in the 125 and 250cc Pro classes.

In the 250cc Pro moto one, Huffman gabbed the holeshot followed closely by Leach. It was a tight race until misfortune fell upon Huffman while going through a series of jumps. A lapped rider went out of control and moved under Huffman who was in mid-air and left with nowhere to land except on top of the lapper. The mishap allowed Leach to pass for the first moto win. Huffman remounted but had to settle for third behind Terry Hamness.

In moto two, Huffman once again claimed the holeshot but took the moto win this time with Leach taking second and Hamness third. Roby Leach scored the overall victory with his 1-2 placings. Huffman was second overall and Hamness third.

Moto one of the 125cc Pro class again saw Huffman get a picture perfect start and go wire to wire unscathed with Shawn Highland only biting at his heels.

In moto two, Highland got the jump on Huffman and a battle ensued. On lap two, Huffman made a dive at Highland into a left hand turn trying to stuff a wheel under him to make the pass, but Highland slammed the door. On lap four, Huffman made his move and passed Highland, who then tried to regain the lead, but Huffman held his line and they both went down. Both riders remounted with Huffman up first to take the second-moto and overall win.

In 125cc Intermediate action, Ryan Leach made two perfect starts and left the rest of the field behind for the overall win. Cory Fuller had two great starts in both motos of the 250cc class but Leach was in hot pursuit and soon prevailed. In moto one, Leach passed Fuller on the first lap and went on for the win. In moto two, Fuller was able to hold off Leach for just two laps before surrendering the lead. Ryan Leach took the overall win with a perfect 1-1 performance over Fuller and Brad Brunkal.

Results

W/P STK D-1: 1. Nick Lachappelle (Yam); 2. Jordan Togstad (Yam); 3. Anthony Whitaker (Yam); 4. Dakota Richmond (Yam); 5. Travis Hofenbredl (Suz).

W/P STK D-2: 1. Kevin Dixion (Itj); 2. Jordan Kauffman (Itj); 3. Aaron Rice (Yam); 4. Casey Huddleston (Yam); 5. Jesse Duvall (Yam).

W/P MOD: 1. Ricky Gunderson (Yam); 2. Randi Holbrook (Yam); 3. Casey Huddleston (Yam).

80 BEG: 1. Paul Boisselle (Yam); 2. Dustin Woods (Kaw); 3. Jared Logan (Hon); 4. Kris Dixion (Hon); 5. Matt Harris (Kaw).

80 (9-11): 1. Gregory Blackwell (Hon).

80 (12-13): 1. Dusty Lenaburg (Suz); 2. Dan Reude (Yam); 3. Steve Sullivan (Hon); 4. Mike Scheel (Yam); 5. Cody Garvin (Yam).

80 (14-16): 1. David Turner (Yam); 2. Joe Pearson (Hon); 3. Ott Williams (Yam); 4. Mike Meusling (Yam); 5. Adam Jones (Hon).

MINI OPEN: 1. David Turner (Yam); 2. Dusty Lenaburg (Suz); 3. Gregory Blackwell (Hon); 4. Steve Sullivan (Hon); 5. Mike Scheel (Yam).

50+: 1. Jeff Younce (Kaw); 2. Randy Layne (KTM); 3. Cliff Kobernik (Yam).

WMN: 1. Traci Fleming (Yam); 2. Lisa Garrison (Kaw); 3. Tavnie Stites (Yam).

125 BEG D-1; 1. Matt Williams (Yam); 2. Eric Creighton (Hon); 3. Jesse Dehut (Hon); 4. Dusty Hill (Hon); 5. Joe Miltenberger (Kaw).

125 BEG D-2: 1. Ward Bouslough (Hon); 2. Andy Garrison (Kaw); 3. Gary Silva (Yam); 4. Travis Whitaker (Hon); 5. Josh Ruebesam (Hon).

125 JR: 1. Marc Henderson (Suz); 2. David Sibley (Hon); 3. Jim Price (Kaw); 4. Dan Hewitt (Yam); 5. Nathan Gravelle (Kaw).

125 INT: 1. Ryan Leach (Suz); 2. Ryan Terlecki (Hon); 3. Doug McKuhn (Kaw); 4. Brad Brunkal (Hon); 5. Cory Bauder (Kaw).

125 PRO; 1. Ryan Huffman (Kaw); 2. Shawn Highland (Suz).

250 BEG D-1: 1. Kelly Ketrends (Yam); 2. Tim Lucero (Kaw); 3. Traci Fleming (Yam); 4. Bob Kivisto (Hon); 5. Tim Bolte (Kaw).

250 BEG D-2: 1. Mark Lokteff (Hon); 2. Jesse Dehut (Hon); 3. Brian Vaugh (Hon); 4. David Yoder (Hon); 5. Ernie Gage (Kaw).

250 JR: 1. Corey Shepard (Kaw); 2. Brad Forkner (Hon); 3. Sam Fyers (Kaw); 4. Greg Harmon (Hon); 5. Jason McCafferty (Yam).

250 INT: 1. Ryan Leach (Suz); 2. Cory Fuller (Yam); 3. Brad Brunkal (Hon); 4. Eric Murphy (Yam); 5. Brandon White (Suz).

250 PRO: 1. Roby Leach (Suz); 2. Ryan Huffman (Kaw); 3. Terry Hamness (Kaw);

OPEN: 1. Marlow Mourer (Hon); 2. Kelly Cunningham (Hon); 3. Shawn Twiss (Hon); 4. Henry Pflegl (Hon); 5. Brian Granberg (Hon).

BTH EX: 1. Roby Leach (Suz); 2. Ryan Terlecki (Hon); 3. Eric Murphy (Yam); 4. Mike Hamness (Hon); 5. Shawn Highland (Suz).

BTH NOV: 1. Corey Shepard (Kaw); 2. Marc Henderson (Suz); 3. Jim Price (Kaw); 4. David Sibley (Hon); 5. Jim Whisler (Hon).

UTH: 1. Monte Hill (Suz); 2. Frank McKuhn (Yam); 3. Sam Myers (Kaw); 4. Kelly Cunningham (Hon); 5. Rich Lund (Yam).

30-40 JR: 1. Henry Pflegl (Hon); 2. Darrin Currier (Yam); 3. Steve Jackson (Hon); 4. Doug Jenkins (Hon); 5. Tom Granberg (Suz).

30-40 INT: 1. Dan Kauffman (Hon); 2. Jim Morris (Yam).

30-40 PRO: 1. Keith Debrino (Hon).

OT JR: 1. Jeff Yaw (Hon); 2. Cliff Kobernik (Suz); 3. Randy Layne (KTM); 4. Jack Turner (Kaw).

OT INT: 1. Dewey Lenaburg (Suz); 2. Jr. Meusling (Yam); 3. Bob Comstock (Suz); 4. Jeff Younce (Kaw); 5. Doug McCully (Hon).

OT PRO: 1. Jim Parks (Hon); 2. Terry Hamness (Kaw); 3. Rusty Garrison (Kaw).

Brunkal, Williams wallop Salem Arenacross

By Clay Light

SALEM, OR, JAN. 8

Honda riders Brad Brunkal and Jesse Williams scored impressive Intermediate class wins during the CMC-sanctioned Winter Series round inside the exposition arena at the Oregon State Fairgrounds.

Brunkal won both 250cc Intermediate motos, but his overall win didn't come without a battle. Jon Kauffman holeshot the first moto and did a credible job of fending off "Too Tall" Brunkal until Brunkal's aerial tactics got him around Kauffman, where he'd finish for the win.

Immediately after the gate dropped in moto two, Brunkal bolted into a lead that would never be challenged to cap off a 1-1 sweep of the class. Kauffman's 2-2 tallies netted second ahead of Suzuki rider Brandon White.

Brunkal was faced with his toughest competition of the night in the 125cc Intermediate class, this coming from Williams. Brunkal put his Salem Honda-sponsored CR to the head of the field in the first moto while Williams, Dan Hansen and Kauffman gave chase. Brunkal and Williams were never more than a wheel apart the entire moto; Brunkal netted the moto win while Williams, Hansen, Kauffman and Derek Jasper filled in the top five at moto's end.

Lone pro Tom Crews put his Suzuki out front in moto two and appeared to be a runaway winner, only to crash and allow Williams past. Brunkal was buried in traffic and had a tough time getting around a trio of riders. He finally succeeded, but by that time Williams had a comfortable lead and held to the finish for the overall win over Brunkal (1-2) and Hansen (3-4).

Results

50 MOD: 1. Ricky Gunderson (Yam).

50 STK D-1: 1. Nick Lachapelle (Yam); 2. Jordan Togstadt (Yam); 3. Jacob Togstadt (Yam); 4. Koby Bryant (Yam); 5. Jacob Hawkins (Hon).

50 STK D-2: 1. Kevin Dixon (Itj); 2. Aaron Rice (Yam); 3. Dakota Richmond (Yam); 4. Jesse Duvall (Yam); 5. Lindsey Duvall (Yam).

60 JR: 1. Ricky Gunderson (Kaw); 2 .Sean Collins (Kaw); 5. Casey Duvall (Kaw); 4. Ben Kauffman (Kaw); 5. Cory Bryant (Hon).

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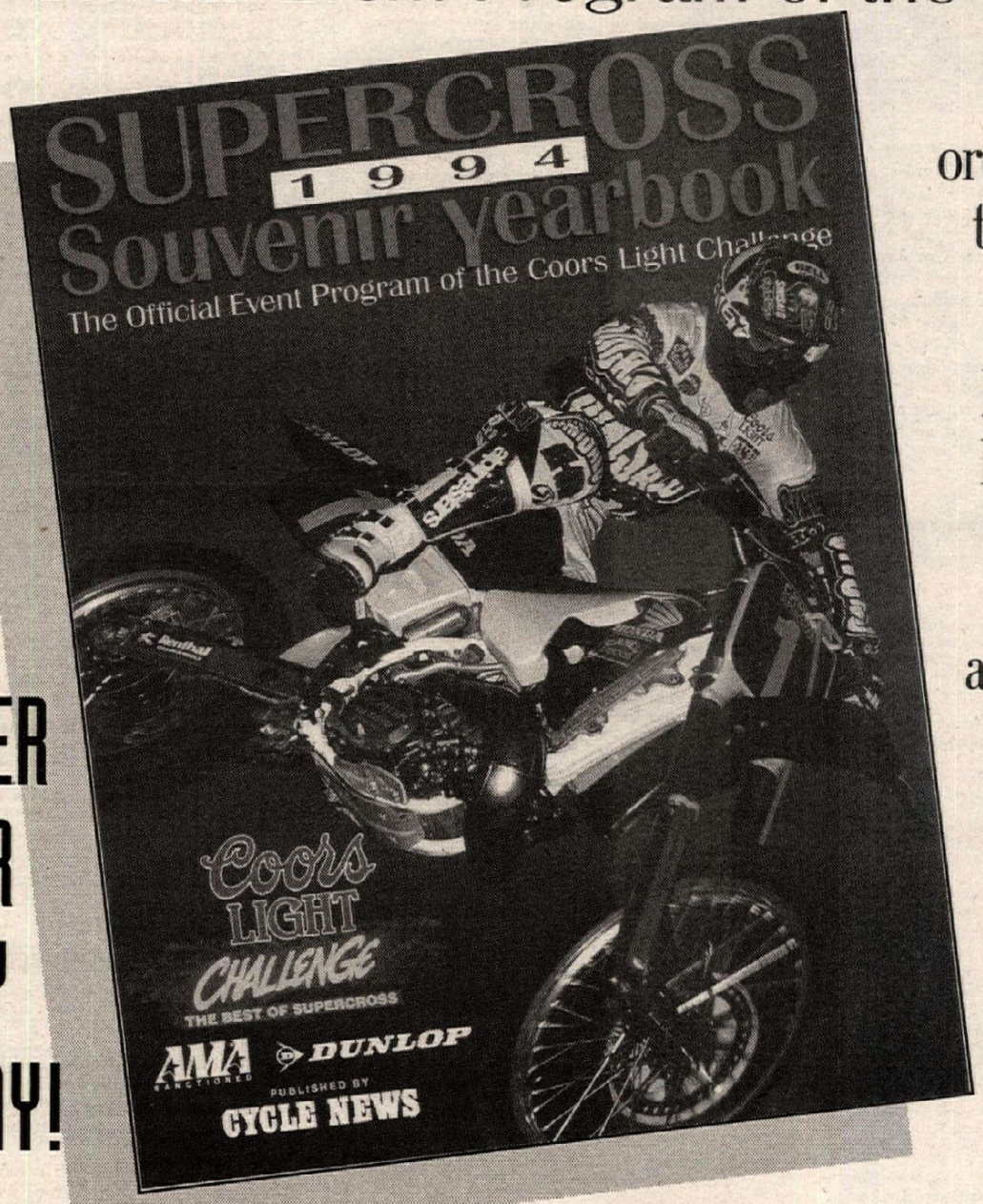

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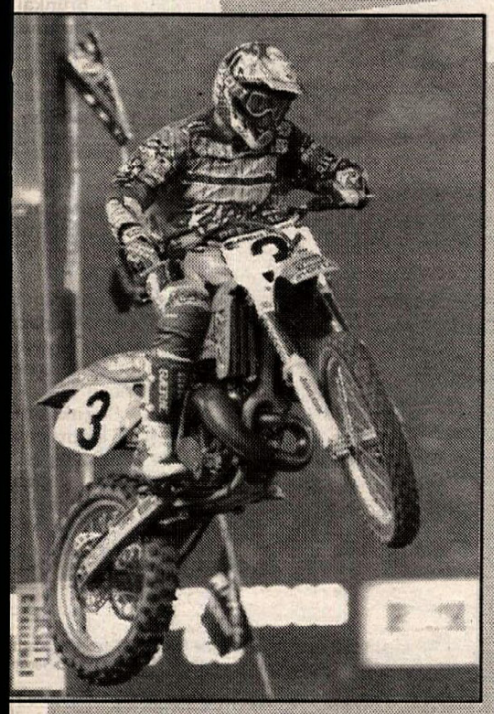

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Kris Lavoie (21) raced to victory in the 125cc Beginner class at the LACR MX.

60 SR: 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Jason Evans (Kaw); 4. Derek Walkoski (Kaw): 5. K.C. Chilberg (Kaw).
80 BEG: 1. Paul Boiselle (Suz); 2. Levi Kasper (Kaw); 3. Curtis Luoto (Yam); 4. Matt Harris (Kaw); 5. Kris Dixon (Hon).
80 (9-11): 1. Kelvin Schoen (Kaw); 2. Travis Taylor (Hon).
80 (12-13): 1. Greg Blackwell (Hon); 2. Steve Sullivan (Hon): 3. Mike Scheel (Yam).
80 (14-16): 1. Matt Williams (Yam); 2. Joe Pearson (Hon).
80 OPEN: 1. Joe Pearson (Hon); 2. Mike Scheel (Yam); 3. Greg Blackwell (Hon); 4. Travis Taylor (Hon); 5. Steve Sullivan (Hon).
125 BEG: 1. Troy Reed (Hon); 2. Jeremy Sahnow (Hon); 3. Andy Garrison (Kaw); 4. Gary Silva (Yam); 5. Josh Reubesam (Hon).
125 JR: 1. Sean Richardson (Hon); 2. Ryan Williams (Yam); 3. Derek Whitehead (Suz): 4. Todd Livingston (Kaw); 5. Steve Copher (Hon).
125 INT: 1. Jesse Williams (Hon); 2. Brad Brunkal (Hon); 3. Dave Hansen (Kaw); 4. Derek Jasper (Hon); 5. Jon Kauffman (Hon).
125 PRO: 1. Tom Crews (Suz).
250 BEG: 1. Rod Tryon (Yam); 2. Charlie Rick (Suz): 3. Allen Ring (Hon); 4. Kelly Ketrenos (Yam); 5. Jason Berkey (Suz).
250 JR: 1. Rich Murray (Hon); 2. Sam Meyers (Kaw); 3. Jim Whisler (Hon); 4. Chuck Standeford (Hon); 5. Steve Batchelor (Kaw).
250 INT: 1. Brad Brunkal (Hon); 2. Jon Kauffman (Hon); 3. Brandon White (Suz); 4. Eric Murphy (Yam); 5. Ben Parker (Hon).
500 AM: 1. Randy Fisher (Hon); 2. Brian Granberg (Hon); 3. Ted Skipper (Yam); 4. Ken Palfenier (Yam); 5. Mike Alf (ATK).
50+: 1. Jee Younce (Kaw); 2. Jim Watts (Hon); 3. Randy Layne (KTM); 4. Cliff Kobernick (Suz).
WMN: 1. Laurie Stange (Suz).
UTH JR: 1. Monte Hill (Suz); 2. Sam Meyers (Kaw); 3. Matt Edwards (Kaw).
UTH INT: 1. Steve Lorain (Hon); Jay Loudagain (Hon).
OTH JR: 1. Steve Jackson (Hon); 2. Mike Alf (ATK); 3. James Turner (Yam).
BTH D-1: 1. Jon Kauffman (Hon); 2. Richard Reubesam (Hon); 3. Sean Richardson (Hon).
BTH D-2: 1. J.J. Spencer (Hon).

Renaux roosts to LACR Motocross victory

By Greg Robertson

PALMDALE, CA, JAN. 16

Ken Renaux took top honors in the Old Timers MX Association Master class with a 1-2 score during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Renaux timed the first moto gate perfectly to take an early lead over Gary Willison, Tony Parsons and Jack Kell. Kell was the first to make a move, diving under Willison in a turn to take over second. Kell quickly zeroed in on Renaux and started looking for passing room. Going into a tight left hand turn Kell got a little anxious and hit Renaux's rear wheel, losing momentum and allowing Willison to rail around him and back into second place.

Kell retaliated immediately, pushing Willison back into third but began slowing a short time later, evidently feeling the effects of a recent bout with the flu. Willison again found himself in second place behind Renaux. David Rogers and Jim Draves were working up from midpack starts to challenge Willison by the fifth lap.

Rogers out-jumped Willison to move into second with Draves doing the same a short time later for third. Willison would eventually drop off the pace to finish seventh. Renaux had no problem with the pace and continued on, leading every lap, to take the first moto victory. Rogers and Draves stayed within a turn of Renaux all the way to the finish for second and third place, respectively. Kell held on for fourth over Mike Chesbro who'd worked up from last to fifth.

Willison held a two-bike-length advantage aboard his new KX250 going into the first turn in moto two. Chesbro got a much better start, running second ahead of Mic Rogers, David Rogers and Renaux. Renaux was on the move, getting around Mic Rogers on the opening lap, then overtaking David Rogers on the following lap to move into third. Chesbro was Renaux's next victim, getting block-passed back to third.

Willison was oblivious to the passing that was going on behind him as he stretched his lead to five seconds at the halfway point. David Rogers was starting to pressure Chesbro for third before losing control after the Kal Gard tower jump and shooting off the track; he ended up flying into the pits. Roger's miscue allowed Bill Schultz to move into fourth.

It was Willison taking the second-moto victory and making it look easy. Renaux's runner-up finish was good enough for the overall. Schultz put the pass on Chesbro on the final lap to earn third in the moto.

Results

P/W B-2: 1. Charles Messer (Yam); 2. Timmy McDaniel (Yam); 3. Travis Wils (Yam); 4. Tate Misiaszer (Yam); 5. Tanner Alexander (Yam).
P/W B-1: 1. Richard Enbanks (Yam); 2. Bryson Hopee (Yam); 3. Andrew Yarnell (Yam).
60 BEG: 1. Richard Enbanks (Kaw); 2. Terminator Garcia (Hon).
60 (9-11): 1. Gerard Patin (Kaw); 2. Bobby Langin Jr. (Kaw).
80 BEG: 1. Jeff Peavler (Yam); 2. Brent Lancaster (Kaw); 3. Shane Smith (Suz); 4. Justin Weber (Kaw); 5. Benjamin Stuelile (Kaw).
80 (7-11): 1. Todd Gosselaar (Yam); 2. Donnie Durrer (Yam); 3. J.J. Bonanno (Yam); 4. Miles Buck (Kaw).
80 (12-13): 1. Christopher Gosselaar (Kaw); 2. Tyson Taylor (Yam); 3. Jason Webb (Suz); 4. Chris Honnald (Kaw); 5. William Fairely.
125 BEG: 1. Kris Lavoie (Suz); 2. Keny Terracciano (Hon); 3. Victor Banuelos Jr. (Suz); 4. Tyler Buck (Suz); 5. Ron Hayward (Suz).
125 NOV: 1. Adrian Leon (Suz); 2. Kevin Jackson (Hon); 3. Kevin Tarwater (Kaw); 4. Keith Katz (Suz); 5. Scott Pekarek (Hon).
250 BEG: 1. John Huffman (Hon); 2. Eric Tucker (Suz); 3. Paul Cody (Hon).
250 NOV: 1. Tim Laster (Yam); 2. Dan King (Yam); 3. Keith Katz (Suz); 4. Andy Payne (Kaw); 5. Brett Bennett (Yam).
250 INT: 1. Robbie Dunham (Yam); 2. Loren Jenkins (Hon).
250 PRO: 1. Peter Ware (Suz).
500 BEG: 1. David Ray (Kaw).
500 NOV: 1. Dragos Lungu (KTM).
500 INT: 1. Karl Allen (Hon).
500 PRO: 1. Robert Barnum (Suz).
JR VET BEG: 1. Matt Woodard (Hon); 2. John Erickson (Hon); 3. Lee Saul (Cag); 4. Eddie Buteaux (Suz); 5. Chris Williams (Hon).
JR VET NOV: 1. Mike Licitra (Kaw); 2. John Stich (Kaw).
JR VET EX: 1. Doug Yarnell (Yam).
VET BEG: 1. Via Montanero (Yam); 2. Tom Patton (Yam); 3. Jim Dell (Hon); 4. Larry Williams (Hon); 5. David Ray (Kaw).
VET NOV: 1. James Coppedge (Yam); 2. Greg Robertson (Kaw); 3. Robert Von Schneidau (Yam); 4. Randy Anderson (Yam); 5. John Stich (Kaw).
VET INT: 1. Duke Loppnow (Kaw); 2. Kip Webb (Suz); 3. Leo Saul (Suz); 4. Alex Spinelli (Yam); 5. Karl Allen (Hon).
VET EX: 1. Mark Horton (Yam).
SR INT: 1. Rick Shirey (Yam).
SR EX: 1. Bob Dunham (Yam).
OTHG BEG: 1. David Ward (Yam); 2. Steve Matson (Hon); 3. Bob Breach (Yam); 4. Tim Whisnant (Yam); 5. Ranny Beavers (ATK).
OTHG NOV: 1. Ronald Garner (Kaw); 2. John Rizzo (Kaw); 3. Scott Weaver (Kaw); 4. Grady Gillette (Hon); 5. Jim McConnell (Kaw).
OTHG INT: 1. Kyle Parsons (Suz); 2. Doug Truhn (Suz); 3. Gene Johnson (Suz); 4. Mike Robves (Yam); 5. Randy Bruce (Kaw).
OTHG EX: 1. Doug Yarnell (Yam); 2. Gary Sherohman (Kaw); 3. Scott Freeman (Hon); 4. Joe Crouch (Kaw); 5. Duane Quale (Yam).
OT NOV: 1. Bill Jucha (Yam); 2. Neal Clark (Hon); 3. Arnie Adkison (Hus); 4. Bill Weltman.
OT AM: 1. Jack Sabine (Hon); 2. Sam English (Yam); 3. John Flanders (Hon); 4. Phil Black (Hon); 5. Neal Eatherly (Hon).
OT EX: 1. Jose Rodriguez (Yam); 2. Keith Phillips (Kaw); 3. Robert Fiesler (Hon); 4. John Chapman (Kaw); 5. Hal Grady (Hon).
OT MSTR: 1. Ken Renaux (Yam); 2. David Rogers (Hon); 3. Gary Willison (Kaw); 4. Mike Chesbro (Hon); 5. Jim Draves (Hon).

Humphrey heavy hauler at Cow Palace Arenacross

By Mike Vancil

SAN FRANCISCO, CA. JAN. 9

Craig Humphrey powered his Humphrey's Plumbing/D-H Cycles/O'Neal-sponsored Suzuki to three main event wins at the 11th running of the Mike Kidd-promoted "Nothing But Air Tour '94" Arenacross at the famed Cow Palace.

After establishing himself as one of the more capable riders in his heat race, Humphrey went to the line in his first final, the 125cc Intermediate class. At the snap of the rubber start mechanism, Humphrey came off the line first, through turn one with no trouble and attacked the whoop section to establish an early lead. Running a distant second was Mike Gonzales and third was Jason Mathews, while back in fourth was Matt Kirar. The order changed on the second lap when Mathews moved into second and began to duplicate the massive leaps off the double jump approach ramp that were being performed by Humphrey. The order didn't change from that point until the checkers. Humphrey scared himself, and his supporters, on the last lap when he landed poorly after the tricky medium-height doubles preceeding the finish line straight; he had both feet off the footpegs and was laying over the handlebars for several wobbly moments before regaining his balance and drive.

Humphrey's second class win came in the 250cc Intermediate class quite late in the program. Chris Baccelli on a Honda grabbed the holeshot but was followed closely by Humphrey until Mathews passed Humphrey in mid-air off the big jump. The mistakes were taking their toll on Humphrey as he was then bumped back to fourth when Shawn Parks got by on a Kawasaki. Parks kept charging and got to second place by lap three when Humphrey was apparently just getting into a rhythm. By then it was too late for Humphrey to better his position and he settled for a fourth place behind winner Chris Baccelli, Shawn Parks and Mathews.

Humphrey led off the line in the last race of the day, the 125cc Open class, and he launched so energetically off the ramp that he improved his lead by double the distance he'd had prior to that. Running second was Hawk White; third was Jeff Borchard. By midrace, Humphrey was nearly a half lap ahead and took the easy win over White and Borchard.

Results

50 P/W MOD: 1. Vincent Guisande (Itj); 2. Steven Hernandez (Yam); 3. Chad Nielson (Yam); 4. Jeffrey Stark (Yam); 5. Tony Campos (Yam).
65 MINI (7-11): 1. Aaron Casados (Kaw); 2. Broc Owens (Kaw); 3. Charlie Morrison (Yam); 4. Steven Hernandez (Kaw); 5. Nick Davis (Kaw).
85 MINI (7-11): 1. Phillip Davis (Suz); 2. Matt Morgan (Yam); 3. Ryan Fennie (Suz); 4. Tony Medina (Yam); 5. Brian Perrigo (Hon).
85 MINI (12-13): 1. Lonny Fritch (Kaw); 2. Michael Patterson (Kaw); 3. Joey Allan (Kaw).
85 MINI (14-15): 1. Aaron Baker (Yam); 2. Kevin Gonzales (Kaw); 3. Ryan Madrid (Suz); 4. Mike Hernandez (Kaw).
85 MINI BEG: 1. John Carilli (Hon); 2. Richard Jefferson (Hon); 3. Matthew Mikel (Yam); 4. Travis Davis (Hon). 5. Jerry Berkemeyer (Kaw).
85 MINI OPEN: 1. Aaron Baker (Yam); 2. Michael Patterson (Kaw); 3. Ryan Madrid (Suz); 4. Kevin Gonzales (Kaw); 5. Joey Allan (Kaw).
125 INT: 1. Craig Humphrey (Suz); 2. Jason Mathews (Hon); 3. Mike Gonzales (Suz); 4. Matt Kirar (Suz).
125 NOV: 1. Hawk White (Hon); 2. Jason Turner (Suz); 3. Dion Bell (Hon); 4. Jeremy Carter (Yam); 5. Justin Beeman (Hon).
125 BEG: 1. Brian Paul (Yam); 2. Dennis Stevens (Hon); 3. Kurt Favre (Yam); 4. Bryan Gill (Yam); 5. Chris Day (Hon).
125 OPEN: 1. Craig Humphrey (Suz); 2. Hawk White (Hon); 3. Jeff Borchard (Hon).
250 INT: 1. Chris Baccelli (Hon); 2. Shawn Parks (Kaw); 3. Jason Mathews (Hon); 4. Craig Humphrey (Suz); 5. Tonrod Rodriguez (Yam).
250 NOV: 1. Brian Barrington (Suz); 2. Mark Cooper (Hon); 3. Ron Hein (Hon); 4. Bob Pimentel (Hon); 5. Keith Lawton (Hon).
250 BEG: 1. Robert Woehrle (Kaw); 2. Jassen Smith (Suz); 3. Mark Woolsey (Yam); 4. Tony Langone (Hon); 5. Brian Jenkins (Kaw).
250 OPEN: 1. Shawn Parks (Kaw); 2. Ron Hein (Hon).
25+: 1. Tonrod Rodriguez (Yam); 2. Dennis Stevens (Kaw); 3. Mike Taylor (Kaw); 4. Doug Lovett (Suz);
30+: 1. Patrick Vacchieri (Hon); 2. Tony Basuini (Kaw); 3. Mike Oberle (Suz); 4. Terry Huffer (Yam); 5. Jerry Wohlgemuth (Hon).

Landes launches to San Jose Short Track win

By Mindyz Mac

SAN JOSE, CA, JAN. 15

Brett Landes won the 15-lap Pro/Mod main event Saturday night, during the second round of the Barnburner Indoor Short Track Series held at the Santa Clara County Fairgrounds.

Kerry Puccio was the winner of the first Pro/Mod heat over Anthony Demario with both riders earning a direct transfer to the main. In the second heat it was Landes taking the win over Joe Carrera. Action in the third heat race saw Paul Iwanaga nabbing the win over Frank Nye, while John Hlebo took the win over Ted Taylor in heat four. Jack Jenson, Sean Lollar and Rod Spencer won the three transfer spots from the wild and crazy semi-main that had 16 riders bangin' bars on the challenging but fun 1/10 mile dirt oval. Rob Damron won the last chance race to earn the final ticket to the main.

Starter Jerry Kennedy got the riders off to an even start in the main event with Landes blasting off the line to take the holeshot, chased by Puccio, Iwanaga and Taylor. By the third lap both Iwanaga and Taylor had worked past Puccio. By the halfway point, Spencer, who had started from the back row, had worked his Honda into the top five. As the checkerd flag waved, Landes was the winner, having ridden a very smooth race. He was chased across the line by Iwanaga, Spencer, Taylor and Hlebo.

In the Under 16 class, Jason Murrell took a wire-to-wire win over Gary Rogers. Murrell emerged as the leader from the first-turn squeeze at the start of the race with Rogers and Dave Morgan in tow. By the halfway mark, Murrell had a comfortable lead while Morgan and Rogers fought over second. On the white-flag lap, Morgan got too hot into the corner and was out of the race, allowing Mike Northron to gain the third spot.

Results

P/W: 1. Eric Carrillo (Yam); 2. Johnny Ripley (Yam); 3. Adrien Figueroa (Yam); 4. Brad Spencer (Yam); 5. Rodney Spencer (Yam).
60 MOD/WMN: 1. Courtney Kennedy (Hon); 2. Michelle Lineweaver (Hon); 3. Adrianne Hart (Yam).
UNDER 16: 1. Jason Murrell (Hon); 2. Gary Rogers (Hon); 3. Mike Northron (Hon); 4. David Morgan (Hon); 5. Frank Nye Jr. (Hon).
80 STK NOV: 1. Roy Rose (Hon); 2. Jr. Alvernaz (Yam); 3. Ray Webber (Hon); 4. Michael Corro (Hon).
80 STK JR: 1. Bill Ripley (Hon); 2. Jr. Alvernaz (Yam); 3. Chris Canepa (Hon); 4. Robert Hart (Hon); 5. Nick Wachter (Hon).
100 STK NOV: 1. Dave Casscio (Hon); 2. Greg Donns (Hon); 3. Roger Sanchez (Hon); 4. Tony Rose (Hon); 5. Roy Rose (Hon).
100 STK JR: 1. Gerald Spencer (Hon); 2. Louis Canepa (Hon); 3. Shawn Raggio (Hon); 4. Chris Manacap (Hon); 5. Ken Perry (Hon).
100 STK EX: 1. Paul Iwanaga (Hon); 2. Joe Carrera (Hon); 3. Kerry Puccio (Hon); 4. Sean Lollar (Hon); 5. Larry Silva (Hon).
100 MOD NOV: 1. Craig Gonzales (Hon); 2. David Morgan (Hon); 3. Tim Hodges (Hon); 4. Jason Jensen (Hon); 5. Leonard Munoz (Hon).
100 MOD JR: 1. Bill Martins (Hon); 2. Mark Chaves (Hon); 3. Dominic Demario (Hon); 4. Vince Giannota (Hon); 5. Bill Ripley (Hon).
100 MOD EX/PRO: 1. Brett Landes (Hon); 2 Paul Iwanaga (Hon); 3. Rod Spencer (Hon); 4. Ted Taylor (Hon); 5. John Hlebo (Hon).
100 STK VET: 1. Roger Sanchez (Hon); 2. Greg Donns (Hon).
100 MOD VET NOV: 1. Dale Lineweaver (Hon); 2. Dennis Cameron (Hon); 3. Ken Mountain (Hon).
100 VET EX: 1. Rod Spencer (Hon); 2. Paul Iwanaga (Hon); 3. Paul Ungaro (Hon); 4. Joe Carrera (Hon); 5. Frank Nye (Hon).

Sweeten, Waite score Salem TT wins

By Clay Light

SALEM, OR, JAN. 15

Former pro motocross rider turned pro trials rider Dennis Sweeten scored the season's biggest upset thus far in the five-race TT series held at the Oregon State Fairgrounds.

It wasn't a surprise that Sweeten, once one of the state's top motocross riders, won, but it was a surprise that he did it on a Gas-Gas trials machine, beating last-race winner Jeff Harsha, a seasoned AMA Expert TT rider.

Harsha put his Rotax out front in the class heat race and thundered back to lead the Open Pro main event while Sweeten, Yamaha rider Eric Murphy, Ryan Anderson and Lee Jensen followed.

Harsha held off Sweeten for several laps until the crafty trials rider got around him. Anderson mounted a charge to close in on the duo but fell, allowing them to slip out of his sight. Sweeten went on to beat Harsha by a slim margin, and was jazzed about his win. Not so happy was Harsha, who beat Mickey Fay here earlier.

"My brakes went out," Harsha said. "They faded early on, which makes it tough on this type of course."

Huge fields of 50cc riders were on hand, forcing the promoters to run qualifiers to advance riders. In the 50cc Stock A Main, Yamaha riders Duane Ash and Erik Meusling were 1-2.

Washington's Chris Waite pushed his Yamaha to the head of the pack in the 50cc Modified class and was never headed. Second went to Chad Feeley; Meusling was third.

Waite came back to wallop the 65cc A main where he beat motoctross ace Jason Evans and fellow KX jockey Joel Ard. Jill Hursh and Matt McCoy rounded out the top five.

Waite's chances of a triple win came to an end in the 85cc A main after being relegated to third by heat race winners Beau Brown and Mike Pierce, who fought for first throughout the main event. Brown snapped Pierce's win streak with the victory.

Results

50 SRK: 1. Duane Ash Jr. (Yam); 2. Erik Meusling (Yam); 3. Mike Schwindt (Yam); 4. Corey Bye (Suz); 5. Justin Keeney (Yam).
50 MOD: 1. Chris Waite (Yam); 2. Chad Feeley (Yam); 3. Eric Meusling (Yam); 4. Justin Keeney (Yam); 5. Jeff Hursh (Hon).
WMN: 1. Jill Hursh (Yam); 2.Amy Light (Kaw).
65: 1. Chris Waite (Kaw); 2. Jason Evans (Kaw); 3. Joel Ard (Kaw); 4. Jill Hursh (Hon); 5. Matt McCoy (Kaw).
85: 1. Beau Brown (Kaw); 2. Mike Pierce (Suz); 3. Chris Waite (Kaw); 4. Tim Ricketts Jr. (Hon); 5. Matt McCoy (Kaw);
125: 1. Greg Bisson (Hon); 2. Mike Pierce (Suz); 3. Beau Brown (Kaw); 4. Pat Munyon (Suz).
250: 1. Gary Livingston (Hon); 2. Earl Frank (Hon); 3. Andy Crane; 4. Mark Hankin (Yam).
30+ OPEN: 1. Tom Young (ATK); 2. Jay Terry (G-G); 3. Henry Pflegl; 4. Andy Crane; 5. Randy Marsh
40+: 1. Lee Jensen (Rtx); 2. Randy Layne (KTM).
VINT TW: 1. Wes Wagner (Hon).
OPEN: 1. Aaron Waggoner (Yam); 2. Tom Young (Hon); 3. Henry Pfleg; 4. Mike Niday (Hon); 5. Mark Hankan (Yam).
250 (30+): 1. Jeff Anderson (Hon); 2. Earl Frank (Hon); 3. Alan Dague (KTM).
KNBBY VINT: 1. Doug Eckleman (CZ); 2. Clay Light (CZ); 3. Alan Dague (Yam); 4. Larry Reed (CZ).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series

3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington, England, Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Rio de Janeiro, Brazil, Rnd 13
10/2 Buenos Aires, Arg., Rnd 14
10/16 Catalunya, Spain, Rnd 15

World Championship Superbike Road Race Series

5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series

3/27 TBA, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Cosquin, Argentina, Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Man jimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series

3/20 Talavera de la Reina, Spn., Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
4/24 TBA, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series

4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 TBA,Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series

10/15 Atlanta, United States, Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

Motocross des Nations

9/11 Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series

3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
4/30 San Jose, CA, Rnd 3
5/7 *Bakersfield, CA, Rnd 4
5/14 Pomona, CA, Rnd 5
5/29 DuQuoin, IL, Rnd 6
6/4 Mineralwells, WV, Rnd 7
6/18 Dallas, TX, Rnd 8
6/25 Lima, OH, Rnd 9
7/2 *Mechanicsburg, PA, Rnd 10
7/9 Lake Odessa, MI, Rnd 11
7/16 Hagerstown, MD, Rnd 12
7/23 *Sedalia, MO, Rnd 13
7/30 Oklahoma City, OK, Rnd 14
8/7 Peoria, IL, Rnd 15
8/10 Rapid City, SD, Rnd 16
8/13 Denver, CO, Rnd 17
8/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

AMA Camel Supercross Series

1/29 Anaheim, CA, Rnd 3
2/5 San Diego, CA, Rnd 4
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series

3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series

3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

* AMA/CCS C'ship Cup Series

Florida Region
2/5-6 Bloomingdale, GA
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
2/5-6 Bloomingdale, GA
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
5/7-8 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
9/10-11 Summit Point, WV

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

South West Region
1/29-30 Chandler, AZ
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

North East Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series

2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA Nat'l Championship Reliability Enduro Series

3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA National Championship Hare Scramble Series

1/30 Foursche Junction, AZ, Rnd 1
2/6 Hollister, CA, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series

2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series

5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

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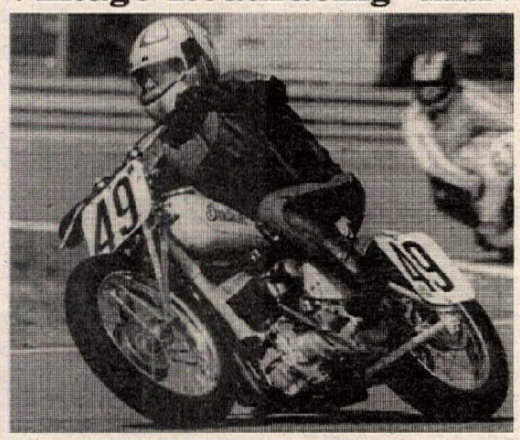
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On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Jan. 30	Lost Angels M.C. Location: Red Mountain Info: Sean (818) 344-9623	Hare Scrambles
Feb. 5,6	Desert Vipers M.C. Location: Adelanto Info: (714) 779-5313	Gran Prix
Feb. 12,13	4-Aces M.C. Location: Red Mountain Info: John (818) 348-5286	Hare/European Scrambles
Feb. 27	H.B.M.C. Location: Lucerne Valley Info: Bill (909) 944-3279	Nat' l Hare & Hound
Mar.6	Chaparrals M.C. Location: Red Mountain Info: Bill (714) 528-3007	Enduro

Dual Sport Schedule
Info (818) 249-2141

Date	Club	Event
Feb. 19,20	"Wild West 200" Start: Bullhead City, Arizona Info: Jim (818) 890-2209	Dual Sport
Feb. 26	Cal Poly Penquins Start: San Luis Obispo, CA Info: Brent (805) 542-9157	Dual Sport

Australian Motorcycle GP Tour
March 15-28, 1994
1-800-500-AUST

GLEN HELEN
EVENT CALENDAR

Sun., Jan. 30	CRC Grand Prix
Sat., Feb. 5	Glen Helen Contingency MX #2
Sun., Feb. 6	Open Practice GP & MX 8-5
Sun., Feb. 13	Double Cross GP
Sun., Feb. 20	CRC MX
Mon., Feb. 21	Presidents' Day MX Practice
Sun., Feb. 27	SRA GP

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PRACTICE INFO:

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Sat.	Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun.	Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track

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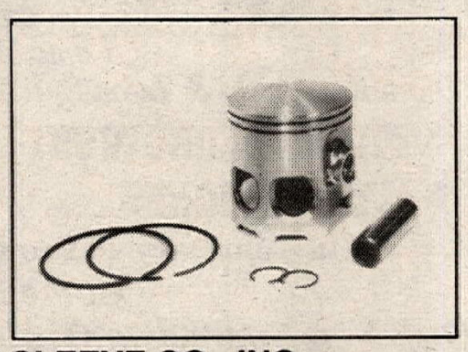

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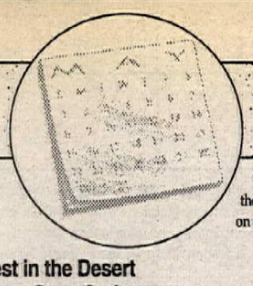

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Best in the Desert Silver State Series
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12-2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Mid-South C'ship Winter Hare Scrambles Series
2/6 Centerville, TN, Rnd 3
2/20 Hohenwald, TN, Rnd 4
3/6 Greenville, KY, Rnd 5
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA National Arenacross Series
2/4-6 Lincoln, NE, Rnd 5
2/11-13 Indianapolis, IN, Rnd 6
2/18-20 Cincinnati, OH, Rnd 7
2/25-27 Denver, CO, Rnd 8

AMA Mega Series
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
3/8 Ocala, FL
3/13 Sumpter, SC
3/27 Hurricane Mills, TN
4/24 Brownsville, PA
5/8 Sharpsburg, MD
5/22 Boyers, PA
6/5 Laurelville, OH
6/19 Davis, WV
8/28 Millfield, OH
10/2 Bunner Ridge, WV
10/16 Elizabeth, WV
10/30 Mt. Morris, PA

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, Ont., CAN, Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pong, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, Ontario, CAN
10/8-9 Summit Point, WV
Southeast Region
2/26-27 Talladega, AL
3/19-20 Faulkville, GA
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN
Mid-Central Region
2/26-27 Talladega, AL
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
South Central Region
3/12-13 Henderson, TX
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

***WERA Nat'l Endurance Series**
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
3/19 Faulkville, GA, Rnd 1
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, EV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

***AHRMA/Vintage Iron National Motocross Series**
3/5 Ocala, FL
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

***AHRMA/Classic Bike Magazine Dirt Track Series**
2/20 Devils Bowl, TX
3/6 Daytona, FL
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

NMA World Mini Grand Prix
4/8-10 Las Vegas, NV
Info 714/855-1602

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 714/855-1602

SRAC State C'ship Series
3/6 Colorado Springs, CO
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA

5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association C'ship**
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

V.D.T.R.A. Performance Nutrition Vintage Classics VII
2/5-6 ST Kearney, NE
3/4-5 ST Hope, AK
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA Championship Hare Scramble Series
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
2/27 Oklahoma City, OK
3/6 Kirby, AR
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

LaPlaya MX GP Series
3/6 Rosarito, B.C., MEX
5/22 Rosarito, B.C., MEX
8/14 Rosarito, B.C., MEX
10/2 Rosarito, B.C., MEX
12/4 Rosarito, B.C., MEX
Info (001-52-661) 22525

Tucker Rocky Mx C'ship Series
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

CMRRA 50cc-125cc C'ship Road Race Series
2/6 Lake Perris, CA
3/6 Palomar, CA
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/7 Lake Perris, CA
9/2-4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
2/26 San Diego, CA
2/12 Anaheim, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur Supercross Series
1/30 Anaheim, CA
2/6 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Florida Winter Series
1/29-30 Gainesville, FL

Bieffe USA CMA California Winter Series
1/30 Oakdale, CA
2/6 Brentwood, CA
2/20 Hollister, CA
2/27 Sacramento, CA
3/6 Oakdale, CA
Info 209/673-8080

GFI California Winter Series
Northern Series
1/30 Hanford, CA
2/6 Turlock, CA
2/20 Marysville, CA
Southern Series
2/13 Perris, CA
2/20 Carlsbad, CA
North-South Showdown
3/5-6 Perris, CA
Info 909/371-3434

FMF/CMC Golden State Nat'ls
Northern Series
2/13 Marysville, CA
Southern Series
2/13 Palmdale, CA
Pac-Northwest Series
1/30 Salem, OR
2/20 Salem, OR

Final Showdown
2/26 Adelanto, CA
2/27 Adelanto, CA
Info 619/246-7262

AFM Road Race Series
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
2/6 Rosamond, CA
2/20 Rosamond, CA
3/5 Rosamond, CA
3/19 Rosamond, CA
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Old Timers MX Assn MX Nat'ls
4/2-3 TBA, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
4/28-29 TBA, WA
6/4-5 Edmonton, AL., Can.
6/18-19 Mammoth Lakes, CA
7/2-3 Duncan, B.C., Can.
7/16-17 TBA, WY
7/30-31 TBA, OR
9/3-4 Fernley, NV
Info 714/633-9503

Central Arizona Trials Series
2/6 Phoenix, AZ
2/20 Phoenix, AZ
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

JANUARY

S	M	T	W	T	F	S
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23	24	25	26	27	28	29
30	31					

FEBRUARY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

• Denotes Pro Payback

Fri, Jan 28

CALIFORNIA ICE SPEEDWAY
• WSRA/I.C.E., 1994 Speedway Ice Racing National Championship, San Diego Sports Arena, San Diego. Info: 303/ 262-9067.

Sat, Jan 29

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

OCS ORANGE COUNTY SUZUKI
#1 RM
PRO-LEVEL DEALER IN THE WESTCOAST

Guy "Airtime" Cooper
HERE
1 DAY ONLY !!
Saturday, JAN. 29th 1994
10:00 a.m. TO 11:30 a.m.
All 1994 RM's Now On Sale!

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1601 Newport Blvd.
Costa Mesa, CA 92627
SUZUKI. The ride you've been waiting for.

The Seventh Annual
CLUBMAN'S
ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET
Honoring British Triples
SUNDAY
MARCH 27, 1994
AWARDS — STREET & COMPETITION CLASSES
Restored and Unrestored Divisions
Trophies also for Specials, People's Choice and Best of Marque
RAFFLE — WIN A 1974 TRIUMPH TRIDENT
Tickets $1.00 in advance or at the show
Raffle tickets via BSAOC, PO Box 594, Novato, CA 94948
BUY & SELL — Registration Deadline March 19,1994
General Admission $5.00 Kids 12 and Under FREE 8:00 a.m.
Exibition Hall, Santa Clara County Fairgrounds San Jose, California. Indoors - Rain or Shine
For Details Contact Don Danmeier (415) 897-6145 (Days) • (415) 898-0330 (Evenings to 9 pm)

WHEN DRINKING, CALL A FRIEND.
OR GET A RIDE WITH A STRANGER.

Drinking and riding can lead to a loss of license, a conviction, or even worse. That's if you're lucky. The fact is, 50% of motorcycle fatalities involve riders who have been drinking. So if you have been drinking, get a ride with a friend. It's the best call you can make. MOTORCYCLE SAFETY FOUNDATION

CRC California Race Schedule
100% PRO PAYBACK
Sun., Jan. 30 G.P. Glen Helen
Sun., Feb. 6 MX Sunrise
Sun., Feb. 13 MX L.A.C.R.
(CMC Event CRC Membership Honored)
Sun., Feb. 20 MX Glen Helen
Sun., Feb. 27 GP Magic Mtn. Edwards A.F.B.
CRC Info (805) 272-8889

GREG SHEID AND ASSOCIATES RACING
SOUTH COUNTIES MOTOCROSS SERIES
Round 2
January 30, 1994
Hollister G.P. Track • Hollister, CA
No Membership Cards Required
408-972-8063

SRA GP California Schedule
Members — Non Members
February 27 Glen Helen
March 27 Sunrise Cycle Park
Info (714) 957-2985

SUBSCRIBE!
800-831-2220

Old Timers MX Association Race Schedule
Sun., Jan. 30 Glen Helen G.P. CRC
Sun., Feb. 6 Sunrise MX CRC
Sat., Feb. 12 Carlsbad MX
For Information Call (714) 633-9503

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288 / 818-334-2926

GFI RACING
(909) 371-3434
Sun., Feb. 13 1994 GFI Winter Series - Rnd 4 Temecula
Sun., Feb. 20 1994 GFI Winter Series - Rnd 5 Carlsbad
A RIDER FOR THE RIDERS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.
PENNSYLVANIA DIRT TRACK & MX
Trail-way Speedway 21st Annual Awards Banquet, Ramada Inn, Gettysburg. Info: 717/359-4310.
TENNESSEE MOTOCROSS
Sloans Honda Yamaha Suzuki, Calsonic Arena, Shelbyville. Info: 800/342-1681.

Jan 29-30

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Bradenton. Info: 407/264-0559.

Sun, Jan 30

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Foursche Junction. Info: 501/362-4230.
CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Anaheim Stadium, Anaheim. Info: 714/254-3001.
CALIFORNIA GRAND PRIX
CRC, Diamond Head, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motorcycle Assoc, California Winter Series, Pioneer Speedway, Oakdale. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills G.P. Track, Hollister. Info: 408/972-8063.
CALIFORNIA SUPERCROSS
GFI, Amatuer supercross, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 2, Hanford. Info: 909/371-3434.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Montreal, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, RPMC, Homestead. Info: 305/880-5822.
KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.
NEW YORK SCRAMBLES
Square Deal Riders M/C, SDR Raceway, Mud Scrambles, Harpursville. Info: 607/723-2387 or 693-2634.
OREGON MOTOCROSS
CMC, Golden State National Rnd#1, Salem Arenacross, Salem. Info: 503/928-4474.
SOUTH CAROLINA ENDURO
SE&TRA 25th Annual Sumter Enduro, Wedgefield. Info: 803/469-0359.
SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

Feb 4-5

NORTH CAROLINA SHORT TRACK
MotorSports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

Feb 4-6

NEBRASKA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Pershing Auditorium, Lincoln. Info: 817/834-2298.

Feb 5-6

CALIFORNIA GRAND PRIX
Desert Vipers, AMA D-37, Adelanto. Info: 714/779-5313.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ft. Myers. Info: 407/264-0559.
NEBRASKA SHORT TRACK
Motor Sports of America, Buffalo County Expo Center, Kearney. Info: 800/544-8714.
NEBRASKA SHORT TRACK
VDTRA/Motorsports America, Buffalo County Expo Center, Kearney. Info: 918/445-0671.

Sat, Feb 5

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Sorel, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA GRAND PRIX
West Florida MX Park, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

Sun, Feb 6

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Jack Murphy Stadium, San Diego. Info: 714/254-3001.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Sunrise Cycle Park, Adelanto. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Sandhill Ranch, Brentwood. Info: 209/673-8080.
CALIFORNIA SUPERCROSS
GFI, Amatuer supercross, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 3, Turlock. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
CRC, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Tulare MX, Tulare Raceway, Tulare. Info: 209/685-0503.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Grand-Mere, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.
ILLINOIS SWAP MEET
J&P Promotions, 13th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Bayside Expo Center, Boston. Info: 319/462-6011.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MICHIGAN SWAP MEET
Motorcycle Swap Meet, Lansing Center, Lansing. Info: 616/ 941-0815.
MINNESOTA ICE RACE
D.T.R.A., Centerville Lake, Centerville. Info: 612/ 560-7818.
NEW YORK SCRAMBLES
Square Deal Riders M.C., mud & snow scrambles, S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
• N.A.M.E., Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C, Galion. Info: 419/562-6931 or (419) 683-3102.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Long Cane Hare Scramble, Willington. Info: 803/223-4093 or 459-2413.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Purrysgurg Rd., Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Centerville. Info: 615/331-1475.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TEXAS SWAP MEET
Expo, Show, Swap Meet, Waco Convention Center, Waco. Info: 214/ 216-5520.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, B.C. Place Stadium, Vancouver. Info: 206/854-0769.

Feb 11-13

INDIANA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Market Square Arena, Indianapolis. Info: 817/834-2298.
LOUISIANA INDOOR MOTOCROSS
U.S. Hot Rod Association, "Cycle Wars", Monroe Civic Center, Monroe. Info: 708/963-4810.
MISSOURI SHORT TRACK
Motor Sports of America, Boone County Fairgrounds, Columbia. Info: 800/544-8714.

Sat, Feb 12

CALIFORNIA MOTOCROSS
Old Timers/CRC, Carlsbad Raceway, Carlsbad. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA OFF-ROAD
• Mickey Thompson Off-Road/Ultracross Championship Series, Anaheim Stadium, Anaheim. Info: 714/254-3001.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

Feb 12-13

CALIFORNIA SCRAMBLES
4-Ace's M/C, Dist. 37, Teagle Wash/Red Mountain, Ridgecrest. Info: 818/348-5286.
TEXAS TRIALS
Central Texas Trials Association, Texas Championship State Series, Rnds 1 & 2, City Park (Emma Long Park), Austin. Info: 512/345-4050.

Sun, Feb 13

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rd. #4-So, L.A. County Raceway, Palmdale. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rd. #4-No, Marysville. Info: 916/695-2727.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA SWAP MEET
The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs Calif. State Univ., Northridge. Info: 818/361-0205.
CALIFORNIA MOTOCROSS
CRC, CMC event, CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 4, Perris. Info: 909/ 371-3434.
CALIFORNIA MOTOCROSS
Motowest Racing, Hollister Hills G.P. track, Hollister. Info: 408/238-8208 or 637-2073.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Repentigny, Quebec. Info: 514/654-8193, (514) 657-2086.
COLORADO STREET RALLY
World's Highest, Coldest Motorcycle Event, Elephant Ride, Grant. Info: 303/936-2317.
DELAWARE MOTOCROSS
AMA Dist. #7/ Delaware Motorsports Inc, Delaware Motor Sport Park , Seaford. Info: 302/335-4386.
GEORGIA MOTOCROSS
• Mocassin Creek MX, Screven. Info: 912/427-7595 or 579-6426.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
TEXAS HARE SCRAMBLE
• AMA, Texas Championship Hare Scramble Series, Texas Scramblers Association, Powell Ranch, High Grove. Info: 713/666-6483.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
WISCONSIN SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show. Mecca Convention Center Arena, Milwaukee. Info: 319/462-6011.
WISCONSIN SWAP MEET
Downtown Civic Center, Eau Claire. Info: 715/834-8389.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920.

Feb 18-20

OHIO ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Riverfront Coliseum, Cincinnati. Info: 817/834-2298.
PENNSYLVANIA MOTORAMA
Trail-way Speedway Arena races and speed show, 2&4 wheels, micro sprints, odysseys, R/Cs, Harrisburg. Info: 717/359-4310.

Feb 19-20

ARIZONA DUAL SPORT
AMA Dist. #37/Tour 'N Trail Promotions, Wild West 200, Bullhead City. Info: 818/249-2141.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
OREGON MOTOCROSS
Curry County Fairgrounds Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.

Sat, Feb 19

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Valcourt, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
West Florida MX park, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, Feb 20

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Bee Branch. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 5, Carlsbad. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 4, Marysville. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Chambly, Quebec. Info: 514/654-8193, (514) 657-2086.
DELAWARE MOTOCROSS
AMA Dist. #7/Delaware Motor Sports Inc., Delaware Motor Sport Park, SEaford. Info: 302/335-4386.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info: 912/788-8227, 956-5420.
NEW YORK SCRAMBLES
Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
MINNESOTA ICE RACE
DTRA, Martins Resort, Rush Lake, Rush City. Info: 612/560-7818.
NORTH CAROLINA MOTOCROSS
• NAME, Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OREGON MOTOCROSS
CMC, Golden State National Rd. #2-Or, Salem Arenacross, Salem. Info: 503/928-4474.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Which Way Hare Scramble, Holly Hill. Info: 803/863-1940.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Purrysburg Rd., Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Hohenwald. Info: 615/331-1475.
TEXAS FLAT TRACK/SWAP MEET
14th Annual AMA Half Mile Flat track and swap meet, Devils Bowl Speedway, Dallas. Info: 214/216-5520.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

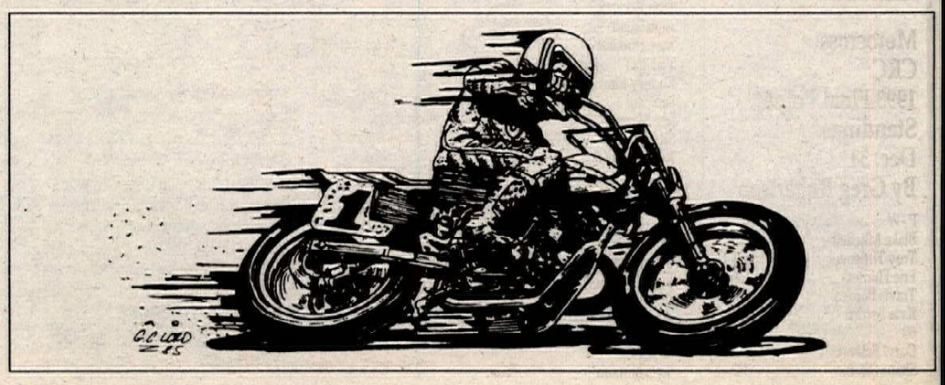
Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____



RESULTS

Motocross Georgia MX Fall C'ship Series Final Standings Bremen, GA Nov.20 By Gary Crider

50 AUTO
Andrew Matusek
Rob Wooden
Scott Storey
Brandon Reed
Jesse Luttrell
60
Michael Sisemore
Christopher McCorkel
Matt Beatty
Robin Wallace
Daniel Miller
JR MINI
Chad Albritton
Brandon Butterfly
Robin Wallace
Scott Mitchell
Nathan Staggs
SR MINI
Nick Citron
Chad Albritton
Lee Mullis
Richard Wallace
Nathan Staggs
80 BEG
Buck Schuler
Trey Boykin
Brian Burns
Michael Crawford
Tony Wright
125 YTH
Christoher Bailey
Richard Wallace
Nick Citron
Jason Duren
Billy Hlebak
125 C
Joey Roland
Shaw Whitaker
David Schnitger
Jon Gray
Chris Seward
250 C
Rusty Roberts
Shawn Staggs
Shane McElwaney
Stan Hightower
Mike Fuller
125 B
Kyle Kelly
Chad Anderson
Tim Bruce
Robby Bargstedt
Jeff Giese
250 B
Rod Stuckey
Bryan Smith
Glenn Bates
U/L AM
Rod Stuckey
Chris Seward
Jon Gray
Chris Willaims
Tim Bruce
25+
Michael Henderson
Glenn Bates
Dale Deaton
Chris Willaims
Lee Winston
30+
Ross Johnston
Michael Henderson
Rusty Roberts
Bobby Staggs
Lee Winston
40+
Warner Wilbourn
Larry Hamrick
Shorty Goode
Arlen Loden
Billy Burton
125 A
Dwayne Bone
Christopher Bailey
250 A
Dwayne Bone
Gary Brown
125 BEG
Mark Taylor
J.J. Eidson
Todd Ellis
Jason Duren
Chuck Greer
250 BEG
Jeff Killian
Bryan Grant
Zach Cummings
Kip Wood
Duane Herndon

Motocross CRC 1993 Final Point Standings Dec. 31 By Greg Robertson

P/W

Blake Mitchell	705
Troy Tittlemier	632
Eric Hunter	530
Travis Barden	528
Kyle Barden	479
60	
Daryl Ecklund	910
Shane Smith	543
Blake Mitchell	496
Scott Howe	424
Todd Gosselaar	411
80	
Chris Neitzel	767
Jason Dubin	698
Shaun Mitchell	676
Chris Thompson	632
George La Monte	521
125	
Kenneth Reed	616
Loren Jenkins	523
Mike Crosby	477
Tracy Asher	412
Tony Green	382
250	
Robbie Dunham	693
Erik Lindstrom	477
Tracy Asher	360
Karl Lindstrom	313
Danny Bushey	272
JR VET	
Scotty Walker	527
Jeff Barbacovi	497
John Stich	379
Lee Saul	355
Jon Zahrt	323
VET SR	
Ken Renaux	1245
Leo Saul	1191
Steve Schrobsdorf	724
Ron Northrop	676
Bob Dunham	657
VINT	
Ken Green	243
Gary Egloff	135
Phillip Zellmer	130

Motocross CRC Trophy Series Final Standings Jan. 11 By Greg Robertson

P/W B-2

Ryan Roybal	Yam
Ricky Hemme	Yam
Charles Messer	Yam
P/W B-1	
Troy Tittlemier	Yam
P/W A	
Sean Collier	Yam
Anthony Barbacovi	Yam
60 BEG	
Eric Durrer	Kaw
Sean Collier	Kaw
Anthony Barbacovi	Kaw
60 (0-8)	
Scott Howe	Kaw
Shane Smith	Kaw
60 (9-11)	
Chris Tocco	Kaw
Gerard Patin	Kaw
80 (9-11)	
Shane Smith	Kaw
Gerard Patin	Yam
80 BEG	
George La Monte	Suz
Donnie Durrer	Yam
Jay Schreffler	Yam
80 NOV	
Jason Dubin	Suz
Greg Andrew	Yam
Chris Honnold	Kaw
125 BEG	
Brian Miller	Suz
Bob Hausman	Hon
Greg Benton	Yam
125 NOV	
Jason Abbott	Yam
Danny Guernsey	Kaw
Kevin Jackson	Hon
125 INT	
Jeff Willoh	Kaw
Tracy Asher	Suz
250 BEG	
Casey Patterson	Hon
Joseph Arechiga	Yam
250 NOV	
Peter Collins	Hon
Andy Payne	Kaw
250 INT	
Jeff Willoh	Kaw
Tracy Asher	Suz
JR VET BEG	
Lee Saul	Cag
Dave Czerwinski	Yam
Dennis Flora	Yam
JR VET NOV	
Joey Ozarek	Suz
Robert Adomeit	Yam
Dennis Jaramillo	Hon
VET BEG	
Joe Popp	Hon
Steve Basmajian	Yam
Robert Seeds	Suz
VET NOV	
Scott Pekarek	Hon
Alon Sahar	Yam
Ross Hoecker	Yam
VET INT	
Rodney Morrison	Suz
Leo Saul	Suz
Jere Mason	Yam
SR EX	
Ken Renaux	Yam

Ice Race Krieger Park Woodridge, NY Jan. 16 By Rick Seaman

OPEN EX

Jay Skidmore	Hon
Robert Weiss	Hon
Mike Spear	Kaw
Will Adams	Hon
Stan Nittiskie	Hon
250 EX	
Jay Skidmore	Hon
Robert Weiss	Hon
Keith Sartorini	Hon
Will Adams	Hon
Mike Spear	Kaw
OPEN AM	
Robert Squeglia	Hon
Jeff Kirchner	Kaw
Mike Leslie	Hon
Mike Lagomarsino	Yam
Robert Skidmore	Hon
250 AM	
Robert Squeglia	Hon
Mike Lloyd	Hon
Mike Leslie	Hon
Robert Skidmore	Hon
Mike Walker	Hon
SR	
Tony Rauseo	Hon
Tom Glennon Jr.	Hon
Bob Squeglia	Hon
Jeff Kirchner	Kaw
Mike Leslie	Hon
S/SR	
Robert Skidmore	Hon
Steve Kanya	Hon
James Schmits	Yam
Rick Seaman	Hon
SPTSMN	
Steve Carpenter	Hon
Lawrence Terwilliger	Suz
Rick Seaman	Hus
H/W HACK	
R. Trainor/ S. Garvilla	H-D
M. Spear/ J. Memmelar	Kaw
J. Kislowski/ L. McGregor	Kaw
S. Barschow/ L. Terwilliger	H-D
M. Pengel/ M. Ochs	Suz
L/W HACK	
J. Menard/ J. Nettleton	Yam
S. Kalisz/ J. Cournoyer Jr.	Kaw
B. Haas/ S. Besser	Kaw
E. Zaolowski/ F. Phillips	Hon
S. Carpenter/ B. Kroeber Jr.	Suz

Hare Scramble Sunset Ramblers M/C Galion, OH Jan. 9

O/A

Scott Stump	Kaw
MINI JR	
Chris Poland	Hon
Steve Brown	Kaw
125	
Jason Rogers	Hon
Mark Martin	Hon
James Wade	Kaw
250	
Tim Easter	Suz
Shane Furr	Yam
Joe Stump	Hon
SR	
Terry Phillips	Hon
Jim Wilson	Kaw
Steve Benson	
Shawn Spradlin	Yam
O/A B	
Dave Hopper	
250 B	
Michael Brown	Suz
Mark Zasadzinski	Hon
250 4-STRK B	
Doug Shepherd	Hon
Tom Gates	Hon
Tom McGuigin	Hon
Kenda Zasadzinski	Hon
OPEN B	
Rich Lane	Hon
Bart Christman	Yam
250 C	
Josh Darling	Yam
EXTRA	
Greg Kaple	Hon
Robert Niedermier	Hon

Trial SCTA Kangaroo Rat Trial Romoland, CA Jan. 9 By Don Williams

EX

Oliver Clamigirand	G-G
Scott Head	Fan
Jared Malmquist	G-G
Matt Pritchard	Yam
Tim Pilg	
ADV A	
Rick Jenkins	
Jim Collins	Bet
Peter Croft	Mon
Martin Belair	Mon
Clive Hannon	
ADV B	
Larry Varnell	Yam
INT A	
Mitch Berger	Yam
Art Webster	Yam
Jim Rogers	G-G
Brad McClellan	Yam
Bill Hannon	Bet
INT B	
Dennis Thompson	G-G
Ron Cavataio	G-G
Alan Malmquist	
Gary Oborn	Bet
Steve Beck	Fan
SPTSMN A	
James Laudeman	
Mark Hogan	Bul
Sheldon Parker	
Bob Thornton	
SPTSMN B	
Ted Bennick	
Josh Perrill	
Bob Perrill	Yam
Bob Gaouette	Fan
Becky Carranza	Yam
SPTSMN C	
Richard Zinsmann	Bet
Todd Ailes	
Thomas McBride	
Aaron Seim	
Lyndon Luhamann	Fan
NOV A	
Brad Hannon	Fan
John Harris	
Kenny Blake	
Johnathan Graham	Apr
Thane Rivers	
NOV B	
Fred Ballie	Yam
Mark Miller	
James Smith	
Art Hall	Fan
Gerald Biggers	

Motocross Northeast Kansas MX Westmoreland, KS Jan. 2 By Tony Edwards

P/W

Craig Royse	Yam
Trent Mermis	Yam
Chris Clark	Yam
60	
Travis Shilling	Kaw
Christopher Royse	Kaw
Ryan Lile	Kaw
80 BEG	
Stuart Raaf	Kaw
Chris Hoover	Hon
J.R. Knopp	Kaw
Jeff Currie	Hon
80 (7-11)	
Travis Shilling	Kaw
80 (12-15)	
Chad Lile	Kaw
Eric Fritzon	Kaw
Josh Brychta	Kaw
80 OPEN	
Chad Lile	Kaw
Eric Fritzon	Kaw
Josh Brychta	Kaw
125/250 BEG	
Randy Weekley	ATK
Jamie Smith	Kaw
Chad Cooper	Yam
Paul DiPasquale	CZ
125 NOV	
Darin Fritzson	Kaw
Bruce Korbelik	CZ
Jimmy Wells	
Lonnie Carr	Hon
Joe Bott	Suz
125 INT	
Bryce Hartman	Hon
Keith Lewandowski	Suz
125 EX	
Chris Hunter	Suz
Carl Hansen	Hon
Jeff Hedden	Hon
Rodney Badberg	Suz
Todd Ramsey	Suz
125 OPEN	
Darin Fritzson	Kaw
250 NOV	
John Knopp	Kaw
John Burton	Suz
250 INT	
John Emhoff	Suz
Mickey Newman	KTM
John Urbanovsky	Hon
Todd Kampfer	KTM
Mark Cyre	Hon
250 EX	
Chris Hunter	Suz
Dan Wallace	Kaw
250 OPEN	
Mark Cyre	Hon
25+	
Chris Kirk	Hon
30+	
Frank Royse	KTM
Jeff Hoover	Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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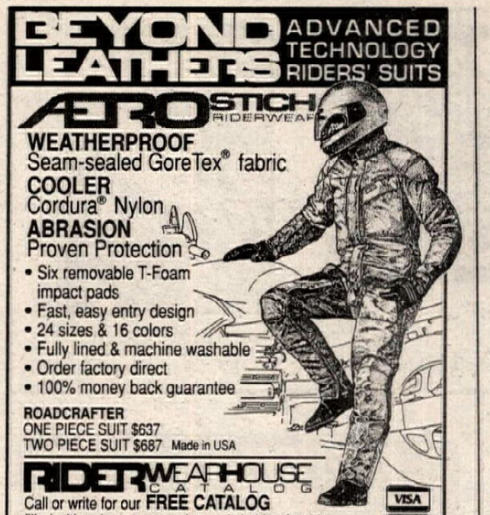

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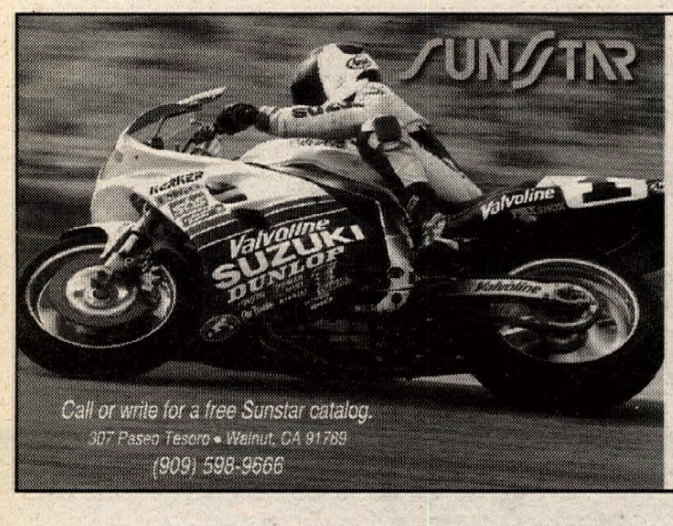

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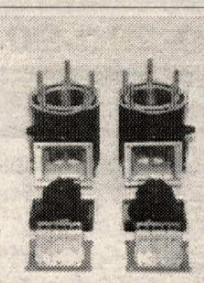

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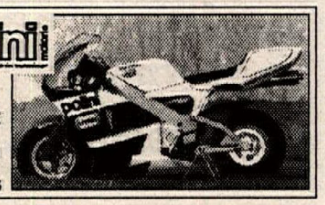

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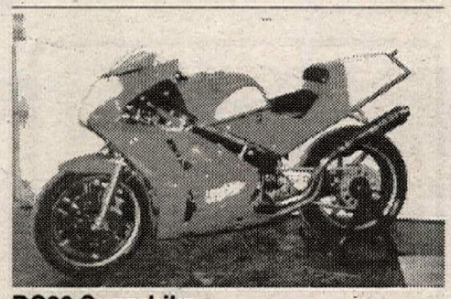

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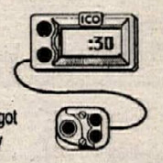

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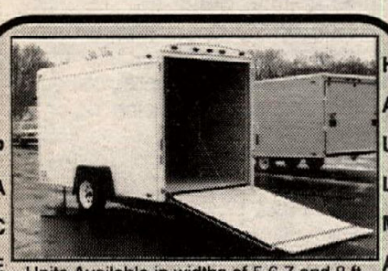

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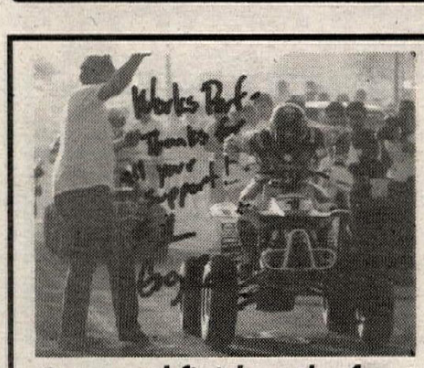

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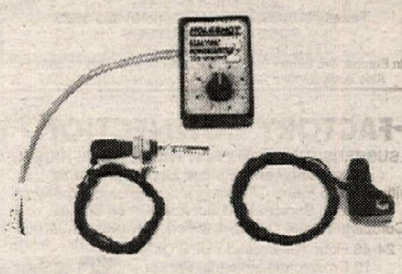

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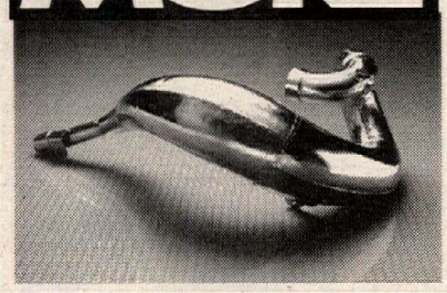

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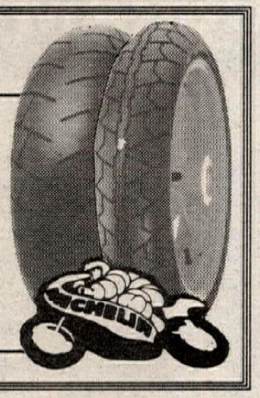

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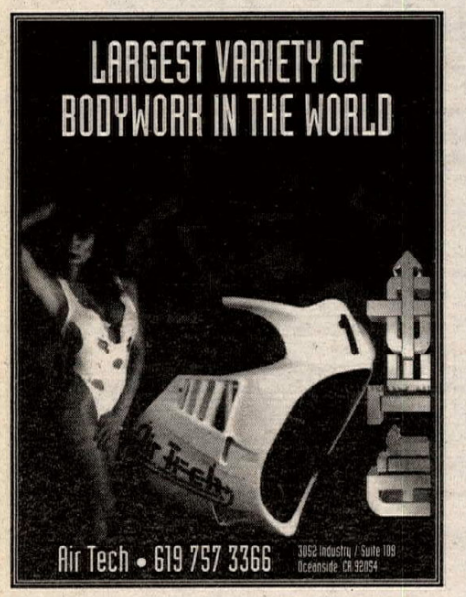

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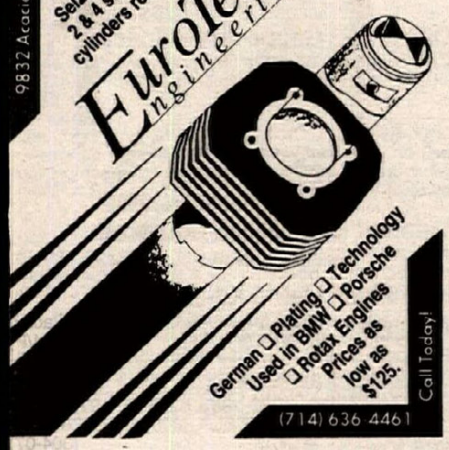

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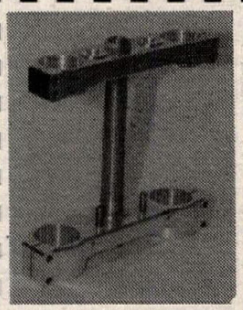

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_____Cycle News Stickers at 2 for $1.00 _____

Total _____
CA res. add 7 1/4% sales tax _____
LA County add 8 1/4% sales tax _____
Shipping and Handling included _____
Foreign orders add $15
Shipping/Handling _____
Order Total _____

Wanted KTM 500 Engine
Any condition. Call (908) 685-2821 days or (201) 538-4472 eves. NJ. (304)

'87 Husky Automatic 430cc
Runs great. South Orange County. $800. (714) 240-0168. CA. (304-07)

DIRT BIKE OR VINTAGE MX bike wanted. Ex Isuzu dealer has many new parts including new 4x4 trans assys. and cyl heads to trade for. Also some Dodge and Jeep parts available. Steve (408) 996-8762. CA. (304-05)

1992 ATK 406. Enduro model. $2,000. After 5 p.m. (815) 772-3534. IL. (304-05)

1982 Laverda
Excellent shape $4,000, conforms to the U.S. safety standards. (604) 758-8022. CAN. (304-05)

F2 AND CBR900 stock exhaust, $150 and $200. (315) 986-1087. NY. (304)

Serdi Micro
Most accurate hand powered valve seat cutter produced. Complete m/c tooling. $1,500. Also assorted Neway cutters. (800) 554-5344. CO. (304-05)

1991 CR 250
Vet owned, 15 hours, Pro Circuit pipe, suspension mods, new shock, $2,400. (909) 685-6522. CA. (104)

WANTED: STOCK TANK, aluminum silencer for '77-'78 YZ400. Thomas (619) 576-0644. CA. (104)

LAVERDA RGA 1000 1984 14k miles, extras, showroom condition. $4,750. (916) 676-1808. CA. (104-05)

Parts
Wanted: cams for 1990 VFR 750, 49 state type or performance. Aslo need black box for same. Also F2 parts, Yosh duplex canister used. (619) 940-1995. CA. (304-05)

Hi-Point Trailer
1991 HP14 loaded, awning, workbench, cupboard, raised roof, many extras, $2,500. Very good condition. Nick, eves (203) 531-7575. CT. (304-05)

Box Van Wanted
Prefer Ford Econoline with swing out rear doors, set up for racing, Gruman or Utilimaster body preferred. Ask for Nick, will travel. (203) 531-7575. CT. (304-05)

1989 FZR1000: 3,600 MILES, stock except shock, near new condition. $4,995. (216) 494-2435. OH. (304-07)

'93 ZX11 D1
2,600 miles, damaged rear frame area and right hand side cosmetics. Selling as is. $2,500 firm. Ask for Dan, (717) 352-8270. PA. (304-07)

Vanson Leathers
Minor crash damage $400. Arai Adamo replica helmet, XL, like new $150. Jamey (517) 893-8582. MI. (304)

'93 AFM #1, '91 AMA #1 TZ250
Very fast, ready to win, many extras, '93 pipes cyl's extensive upgrades. Ask for Geep. (408) 269-8298. CA. (304-07)

1994 Kawasaki KX250
Excellent shape, raced twice, some extras, $4,200/obo. Leave message. (619) 392-4555 ext. 3239, (619) 663-3789. CA. (304-05)

GSXR-Buy One, Get One Free
Buy my 1986 GSXR 750 racebike, and I'll throw in my spare bike for free! Bike has smoothbores, head cooler, more! Spares include mostly complete bike, bodywork, three tanks, etc. $3,000 takes both! (805) 549-9256. CA. (304)

This Homey Doesn't Play Games!!
Beacause we like the U.S. Ducati importer and love Ducati motorcycles. Moto Liberty Cycles will sell Ducati motorcycles at fair prices. You will save $$$ and have a friendly dealer to service you and provide technical assistance. We ship and sometimes deliver Nationwide. Dynojet dyno facilities and machine shop. Parts and Accessories. Our own Titan titanium 900SS and 851 slip-ons. Moto Liberty. Open Monday thru Saturday. (214) 242-6440. TX. (304)

'93 ZX-7 MOTOR $950, rear wheel $200, swingarm $140, calipers $40 each, seats, controls, lights. '92 motor $750. Call Dave (914) 623-5446. NY. (304)

'91 GSXR1100, RED/BLACK tank $225, oil cooler $200, forks $400, fender, brakes, controls. Call Dave (914) 623-5446. NY. (304)

Ducati Ducati Ducati
All 1993 888SPO & 900SS models at close out prices. Call Mark at Wilson's Motorcycles before you buy. (800) 956-2925 or (209) 237-0215. CA. (204-06)

24' Self Contained Box Van
Cab air roof, air 4kw, Onan generator, shower, toilet, furnace, fridge, large awning, outside floodlights, sleeps 4, rear has bench, cabinets etc. Can hold 5 bikes. Only $7,500. Shawn Waring. (713) 328-4740 or (206) 426-2181. TX. (304-05/P)

HP 20 High Point Trailer
Living quarters in front, room for four bikes and gear in back. Many extras. $4,500. (804) 883-5594. VA. (304-06)

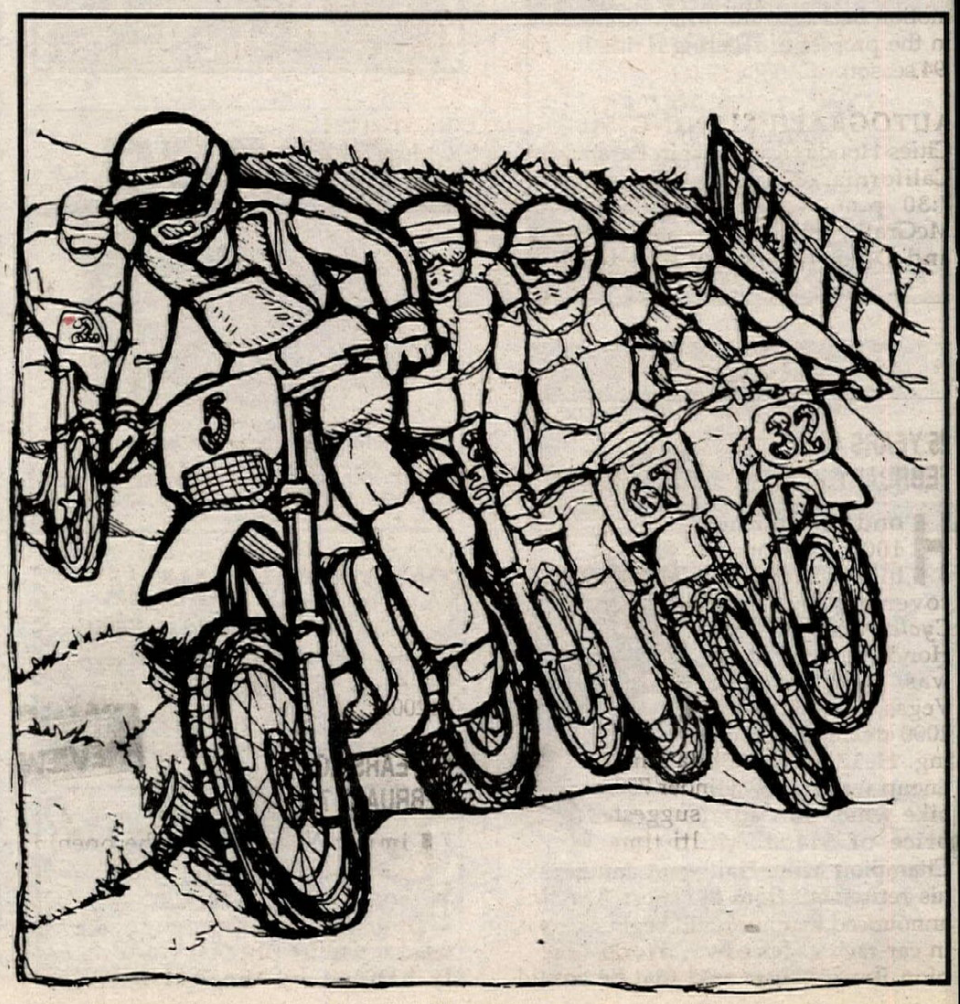
CBR600F2 Gauge Assy. Special
Call for prices. '93 F2 motor, bodywork, front ends, wheels, etc. Erico Motorsports (303) 355-7459. CO. (204)

GSX-R600 STOCK BODYWORK, red, 1992, will sell only as complete set: $1,000 (include smoke windscreen). 1992 CBR600F2 motor, fresh rebuild by Mike Velasco $850. (503) 557-7515. OR. (304)

Wanted: RC30 Stock Bodywork
Also need subframe, sprocket cover, etc. Have painted stock bodywork and race parts/cash to trade. (702) 626-5501. NV. (304)

Collector Owned ZX-7R & F1B
Both perfect 1991 Kaw ZX-7R Chandler replica, 500 miles, Muzzy pipe, $9,300. 1987 Ducati F1B $7,000. Miami Grand Pirx GP-2 winner Honda Hawk $6,000. (610) 964-8934. PA. (304-05)

600 Knight-Rotax
Clean, nickel frame, Marzocchi, Grimeca, new Works Performance shocks, CD-2s, race ready, $4,250. (704) 596-1568. NC. (304-05)



RACER X

By Davey Coombs

On Saturday afternoon, January 15th, the 1994 AMA Supercross Series got underway with the first practice session of the season. I was sitting next to a journalist from *Cycle News* in an otherwise empty section of metal grandstands. Our cameras sat on the bench between us, in the end-zone bleachers, as the 250cc riders poured onto the track at the other end of the Citrus Bowl.

The first race-day practice of every season is always a special treat for fans. This is the only time of the year when the playing field is even for every rider on the track. There are no points leads, no winning streaks and no runs of bad luck to be carried into this session. Momentum is shared by all and the potential is there for anyone to be on the podium at the end of the night. At that moment in Orlando, all of the major players were on the race track at once, though there were two notable exceptions: the once-revered, now-retired superstars, Damon Bradshaw and Guy Cooper.

Ever since he won the season-opener at Anaheim in 1990, Damon Bradshaw was expected to win the opening round and the series championship. He did neither. Based on the way 1993 ended for him, this season would have certainly featured a favorite other than Damon, but it really didn't matter. Bradshaw was probably back home in North Carolina, flying planes, riding horses, or doing whatever 22-year old retirees do on a Saturday afternoon.

As for Cooper, the single most entertaining rider ever to take flight on a supercross track, he was absent from the Orlando line-up as he prepared for his new vocation - woods racing. Few people would have counted on Cooper to win this race, but his presence certainly would have been greatly appreciated. Cooper was, after all, the clown prince of stadium racing. He parlayed his penchant for jumping higher/longer/further than anyone else into cult-hero status, even though he never actually won an American supercross. For a decade, fans could always count on the veteran Suzuki rider to make even the most boring runaway victories by others an exciting night at the races. Now he, too, was gone.

So just like last year, which started without retired superstars Jean-Michel Bayle and Jeff Ward, there was suddenly room in the ranks of the SX elite for some new heroes.

Would this be the night that Jeff Emig finally scored that breakthrough win? How about Brian Swink or Steve Lamson? Or maybe it was time for Mike Craig or Doug Henry to emerge from the pack. I fumbled through my program in an effort to identify all the fast guys. Henry was now wearing #8 while Lamson wore #4. I noticed that Swink and Phil Lawrence were directing the fastest Suzukis on the track, though Swink was wearing some kind of funky foreign riding gear over his shoulder pads, a true fashion faux pas.

New clothes, new numbers, new attitudes, new... Yamahas? There was Mike Craig on the #19 Yamaha, Larry Ward on the #11 Yamaha, Jeff Matiasevich on the #21 Yamaha, Jeromy Buehl on the #23 Yamaha... all transfers from other manufacturers trying to help that company fill the void left by what would have been the #9 Yamaha of Bradshaw.

Jeff Stanton, the new "old man" of supercross, was circulating the track on the #5 Honda, but he was wearing #1 on the back of his shirt. Was Stanton still reluctant to give up his old number, or was he just out of new jerseys? Or was this a sign to the competition that the "Ice Man" had returneth? Stanton had another common number on his bike - #1-800-COLLECT, which stands for Honda's recent corporate sponsorship coup with MCI. (Did I mention that some of those Yamahas were supported by a steak house?)

Teammates Mike Kiedrowski (#3 again) and Mike LaRocco (#7 again) were starting to make fast laps around the Citrus Bowl floor, but it was the Kawasaki of LaRocco that seemed to be getting the most attention. Having won this race the last two years in a row, LaRocco was facing a unique shot at history in Orlando - he could become the first rider in the history of supercross racing to win the opener three consecutive times.

Down on the field the photographers were scrambling around the outskirts of the track trying to find the best way to get the riders on film without empty bleachers as a background. Representatives from all of the major American magazines were on hand, of course, but so were a large number of international journalists. Japanese, French, Spanish and Italian correspondents were all over the place even though the foreign rider contingent consisted entirely of two road-tripping Canadians. Our cameras sat idle between us. What could possibly happen in practice that we would want to capture on film?

Soon all of the top riders were making fast laps, hammering the whoops, doing doubles and triples as they battled in groups of two and three. The start of a new racing season was hours away and my excitement was growing with every lap. With a buzz of anticipation, and the hopes of getting into a great bench racing battle over who might win, I asked the reporter next to me if he would care to make a little wager on that night's race.

Before the guy could answer, Jeremy McGrath launched the true #1 Honda from the first triple on the press box straight and began his climb into the air. He then lifted his right foot back over the rear fender and kicked his leg out behind him as he reached the apex of his leap. His entire weight was placed on the left foot peg as he looked across the seat at an empty section of grandstand.

Try to picture that: three stories above the stadium floor the defending champion was hanging completely off the left side of his motorcycle. From the small spectator area behind the jump came the first roar of disbelief of the new season as McGrath flew side-saddle above them. Then the champ swung himself back over the seat and righted himself just a blink before landing. The brief show was over but the murmur of wonder and approval kept rolling through the nearly vacant stadium. I sat there in silent disbelief, my camera at my side.

"Sure, I'll bet you," said the guy next to me. "I'll take Jeremy McGrath."

End of conversation. CN

IN THE WIND

Continued from page 3

an external fixator on the arm and it gave me a bone infection. It ended up being another break and another problem. I've just been laying low. I had the final surgery three days ago and I started my therapy today (January 24). There's a month before Daytona - I can do it. I'm just working on getting motion back into the wrist." Gardner is in the process of securing a ride for the '94 season.

AUTOGRAPH SIGNING: At Mid Cities Honda/Kawasaki in Paramount, California, on January 28 from 6:00-7:30 p.m. Team Honda's Jeremy McGrath, Jeff Stanton, Steve Lamson and Doug Henry are scheduled to appear. For more information, call 310/531-1225.

CORRECTION: The correct phone number for Z Racing is 714/449-1271.

CORRECTION: We misspelled the name of Steve Lamson's fiance, Cammy Abbate in our last issue. The two are planning to wed on September 23, 1995.

RESCHEDULED: Round 3 of the CMC Golden State Series North, to Saturday, February 12, at Sacramento Raceway. The original date was rained out. Round 4 will take place the following day in Marysville, California. For more information, call 916/363-2653.

AUTOGRAPH SIGNING: At the Canadian International Auto Show in Toronto, Canada, February 18-27. Canada's first IHRA drag racing World Champion, Todd Paton, is scheduled to appear at the Performance Racing News booth. For more information, call 416/922-7223.

AUTOGRAPH SIGNING: At GFI's Amateur Supercross opener at Perris Raceway in Perris, California, on January 30. Former 125cc National MX Champion Guy Cooper is scheduled to appear. For more information, call 909/371-3434.

RESCHEDULED: The fourth round of the GFI Winter Series, to Sunday, February 13 at Perris Raceway in Perris, California.

MARRIED: Road racer Jason Pridmore to long-time girlfriend Susie Hulce in Ventura, California, on Saturday, January 15. Road racers Fritz Kling and Gerald Rothman, Jr. were members of the wedding party.

BORN: Hayley Francis O'Neill, to Mark and Karen O'Neill on January 10 in Stuart, Florida. O'Neill is the southeast district sales manager for Cagiva North America. CN

LOOKING BACK...

25 YEARS AGO
FEBRUARY 11, 1969...

Honda's all-new 100cc motocross bike graced the cover of Issue #4 of *Cycle News* in 1969. Honda's dealer show was held in Las Vegas, Nevada, with 2000 dealers attending. Headlining Honda's new lineup was a four-cylinder 750cc street-bike which carried a suggested retail price of $1400...Multi-time World Champion **Mike Hailwood** announced his retirement from the sport. The Brit announced that he would begin a career in car racing...Speedway World Champion **Barry Briggs** said that he would compete in short track rounds of the AMA Grand National Championship, beginning with the series opener at the Houston Astrodome...The Benelli snobike was featured in a small pictorial. The test rider? - former Italian racing champion **Eraldo Ferracci**...A 1968 Triumph Bonneville was for sale in the Want Ads section for $1200...

15 YEARS AGO
FEBRUARY 7, 1979...

Jimmy Weinert won the opening round of the AMA Toyota Supercross Series at the Oakland Coliseum in Oakland, California. Weinert used a paddle tire that was eventually banned by the AMA. Weinert topped **Bob Hannah** and **Steve Wise**...Our fearless forecasters predicted that **Jay Springsteen** would repeat as AMA Grand National Champion in 1979... **Donnie Cantaloupi, Danny "Magoo" Chandler** and **Bob Elliott** won the 125, 250cc and Open classes, respectively, at the CMC Golden State round in Carlsbad, California...**Bruce Ogilvie** won the overall in the Prairie Dogs Hare Scramble in Lucerne Valley, California...**Pete Hames** took two of three race wins at the Corona Triple Header dirt track. The Open Money class was won by **Eddie Lawson**, who narrowly defeated **Wayne Rainey**. The 250cc Novice class was won by **Mike Roach** over **Phil Thorstensen** and **Rod Rainey**...

5 YEARS AGO
FEBRUARY 1, 1989...

The CMC Golden State MX Series round at Adelanto, California, was featured on the cover with several riders, including **Jeff Ward** and **Ron Lechien**, pictured. The three pro classes at Adelanto were won by **Jeff Matiasevich**, Ward and **Brian Manley** - all three rode Kawasakis. The Vet Pro class was won by **Rex Staten**...**Ron Zimmerman** was hired by the AMA as vice president of professional racing...Team Honda's **Rick Johnson** put an end to the disagreement between Hondaline and Fox by signing a contract to wear JT Racing apparel...**Bob Hannah** won the 250cc Pro class at round three of the Florida Winter AMA MX Series in Dade City, Florida... CN

Red Riders pick the *right line* in Orlando.

With a 1st (McGrath), 3rd (Stanton), 4th (Henry) and 5th (Lamson) in Orlando, the competition just couldn't get through to Honda. Even with the Red Riders' new number, 1-800-COLLECT.

For Honda, it's the first win for their new sponsor, 1 - 800 - COLLECT. And by the looks of it, the Red Riders may have this season dialed.

HONDA
The Red Riders

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. ©1994 American Honda Motor Co., Inc. (1/94)